

small air forces observer

1.00 \$US



A Messerschmitt Bolkow Blohm MBB-Bo-105 'B-37' of the Royal Netherlands Army. Thirty of these helicopters have been delivered and are flown and maintained for the Army by the Royal Netherlands Air Force. (WMR R. Vierling via Fred Bachofner)

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the newsletter of the Small Air Forces Clearing House

GUIDELINES FOR SAFO AUTHORS AND ARTISTS: In order to minimize my work load, potential SAFO authors and artists are requested to read this section very carefully. It is not necessary to follow every suggestion but the less rules you break the easier my job will be. The one rule that cannot be broken is that the finished page must fit into a 7 1/2 " by 10 " space. Non-scale drawings may be done for one-to-one reproduction or for x0.75 reproduction. (For x0.75 reproduction, the original working area measures 10 " by 13 1/4 ".) Drawings that must appear in a specific scale can be reduced the required amount but must not exceed the space requirement when reduced.

All text material will also be reproduced x0.75. It would be a great help if authors would type their text, single spaced, in columns no wider than 4.75". This is best done on an IBM typewriter, but if such a typewriter is not available any old machine will do and I will retype it. If you are going to mix text, drawings, and photos on one page and if you want some fancy letra-set titles, it would be great if you would set this up on a 10 " by 13 1/4 " space with the drawings, text, and titles cut out and lightly tacked into place with a dab of rubber cement. Also, mark out the areas for the photos. Photos can be reduced or enlarged any amount desired. If you do this job, your article will appear exactly as you want it to appear and not how I think it should appear. If English is not your first language, do not be deterred from writing for the SAFO. Submit a manuscript typed double spaced in a rough translation. I will work it into idiomatic English. Over the years I have become fairly good at this and I really enjoy this kind of work. Finally, do not let anything I've said above deter you from submitting material to the SAFCH. If you have something interesting, submit what you have and it will appear in the SAFO.

SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries of the world". In support of this goal, the SAFO will publish articles on all aspects of aviation (both military and civil) from all periods of time and for all of the smaller countries. To insure that the SAFCH remains a "member oriented" organization, the following guidelines have been adopted: (1) All manuscripts submitted by members will be published in the next available issue of the SAFO. (2) An issue will be published as soon as sufficient manuscripts are on hand to exhaust the money available for that issue. (3) Subscription money will be used only to print and mail the SAFO. There will be no "miscellaneous" column in our budget. And, (4) members are encouraged to sponsor SAFCH memberships for individuals, organizations, and libraries (especially those in countries where US funds are difficult to obtain).

SUBSCRIPTION RATE: Subscription to the SAFO is US \$ 4.00 for 4 issues. Send remittance to J. V. Sanders, 27965 Berwick Dr., Carmel, CA 93923, USA.

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EDITORIAL: Well, it looks like old man inflation has finally caught up with us. As you can see from our Financial Statement, we've been running a rather large deficit on each issue. At first, I thought it was mismanagement on my part. But, then I ran issue #7 as a "bare bones" issue (minimum number of pages and photos) and we still came out in the red ink. The basic problem is that postage and mailing cost us 34¢ per copy, leaving only 41¢ for printing. The first 3 issues of Vol. 2 cost us an average of 55¢ per copy to print, causing us to lose 14¢ on each and every copy. Since our printing costs are averaging 1.8¢ per page, it would be necessary to reduce the size of an issue to 22 pages to break even at the present subscription rate. And this assumes no increase in the number of photos and no increase in postal rates.

I believe that decreasing the number of pages to keep the same subscription rate is the wrong thing to do. In addition, at the present time we have a large backlog of exciting articles waiting for funds to pay for their extensive photo coverage. (These articles include Czech LWFs; Polish 4th Air Regiment, Part 2; Oman Air Force; and Aviation Museums in the Netherlands.) In addition, another postal rate increase has been promised for next year. Therefore, I have reluctantly decided that it is necessary to raise the subscription rate to \$4.00 for 4 issues. This will allow 66¢ per copy for printing which means that we can have from 32 to 36 pages per issue depending on the number of photos used.

Now for some comments about our deficit: We had a carry-over from Vol. 1 of +\$35.33, but this should just about balance the as yet unknown deficit on the present issue (#8). Sales of back issues should bring in from \$60 to \$100 depending on how many members we get before this issue is mailed to the members. This would leave us with a deficit of from \$60 to \$20. To help wipe out this deficit and to have more money left to print Vol. 3, I am asking each member to consider donating a little extra money. If you thought that Vol. 2 was a bargain for \$3, please throw in an extra buck or two so that the SAFCH can start Vol. 3 in a sound financial condition.

FINANCIAL STATEMENT: We currently have 257 members. If we finish this volume with 300 members, we will use all complete sets of Vol. 2 and our income for the first 3 issues would be \$675. Printing issues 5, 6, and 7 cost \$170.42 + \$173.00 + \$147.30 = \$490.72 and mailing 300 copies of each issue would cost 3 x (300 x 34¢) = \$306. This gives a total expense of \$796.72 for a deficit of \$121.72.

BACK ISSUES: Back issues of Vol. 1 are available only as Xerox copies. These cost me 7¢ per page plus 6% California tax. Therefore, the 130 pages of Vol. 1 would cost you \$9.65 plus postage (presently 35¢ in US, 45¢ to Latin America, and 51¢ to Canada and the rest of the world).

Back issues of Vol. 2 are available at \$1.00 for each of the four issues.

BILL DEAN BOOKS is now distributing the SAFO to book stores and model shops across the country on a trial bases. At present he is taking only 50 copies. (Both the copies and his payment are subtracted before calculating our Financial Statement.) While this helps by slightly reducing our cost per page, the biggest benefit to the SAFCH is the new members who first become aware of the SAFO through an over-the-counter sale. You can help the SAFCH by showing your issues of the SAFO to your local book store or hobby shop and suggesting that they order a few from Bill Dean.

spanish phantom

HISTORY: As part of the defence agreement between the United States and Spain (under which the U.S. Armed Forces would be granted the facilities of bases at Torrejon, Zaragoza and Moron for the USAF, and the large naval base at Rota for the USN, in exchange for equipping the Spanish Armed Forces with modern, sophisticated hardware), the Ejercito del Aire (EA) received the first of thirty-six F4C Phantom jets in July 1971.

All these aircraft were received through the CASA (Construcciones Aeronauticas SA.) factory at Getafe, and after undergoing a thorough IRAN (Inspect and repair as necessary) were delivered to the Air Defence Command at Torrejon.

DEPLOYMENT: Spanish Phantom II's, now given the EA designation C12., were received from USAF squadrons, therefore apart from a few avionics changes, they were to all intents and purposes standard F4C configurations.

Two squadrons, no's 121 and 122 at Torrejon, were equipped with Phantoms. Alongside no 123 (KC-97L), they formed 12 Wing (Ala 12) of the Air Defence Command (Mando de la Defensa Aerea). Utilisation of EA F4's in the A/D role result in normal USAF/AD type payloads being carried consisting of AIM-7E Sparrow III and AIM-9B Sidewinder missiles, ECM, droptanks and/or SUU-16A pods. The SUU-16A pod contains the 30mm rotary, multibarrel Vulcan cannon. It can be carried on both centreline and outer wing pylons at one time, but it is more usually seen on centreline only.

Ala 12 operated both Phantom squadrons alongside the F4's of the USAF's 401st Tactical Fighter Wing also deployed at Torrejon.

In 1975 it was announced that the remaining thirty-four Spanish F4's were to be returned to the U.S. in exchange for forty-two F4E, of which an unspecified number would be RF4E models. However, it would now appear that this will not be carried through as a result of the acquisition by Spain of fifteen F1's from France and an order for F16's (reported to be seventy-two a/c) from the United States.

PHANTOM 'PHINISH': EA Phantoms are finished in standard USAF camouflage of tan (on some a/c now replaced with pea-green), dark green, medium green, and light grey. National markings are carried in all six positions. Side roundels have varied from time to time, but are generally 15" diameter. Squadron and individual a/c numbers are carried on both engine intakes. EA designation, C12 with the a/c number are also depicted in small lettering on the fin. It is interesting to note that aircraft at Gatafe, seen in primer paint prior to camouflaging (re-painting), bore a red/orange/red fin bar above the original USAF serial number. (See drawings.)

SPANISH F-4C

64-0813	C12-13	64-0864	C12-36	64-0886	C12-6
64-0846	C12-12	64-0866	C12-15	64-0887	C12-33
64-0850	C12-14	64-0867	C12-9	64-0894	C12-24
64-0853	C12-17	64-0868	C12-16	64-0895	C12-10
64-0854	C12-18	64-0870	C12-35	64-0900	C12-2
64-0855	C12-20	64-0871	C12-11	64-0903	C12-3
64-0856	C12-32	64-0872	C12-19	64-0906	C12-5
64-0857	C12-21	64-0877	C12-23	64-0907	C12-34
64-0858	C12-29	64-0878	C12-30	64-0909	C12-4
64-0859	C12-31	64-0880	C12-28	64-0920	C12-7
64-0861	C12-26	64-0881	C12-25	64-0924	C12-22
64-0862	C12-27	64-0884	C12-1	64-0925	C12-8

MODELING THE C.12: In the author's opinion, the best kit depicting, among other versions, the F4C (C.12) is the AIRFIX 1/72-scale Phantom.

Much has been written about modelling the Phantom, so to avoid repetition, only a few points relating to the modelling of this particular variant will be mentioned. These concern both the kit and painting.

Kit. Several parts need reshaping: All U/C doors, inner wing pylons, I/R Seeker, and air scoops on front fuselage can be improved with a little work. Refer to drawings. The small windows in the canopy mid-section need to be either cut out or represented by painting with a 50/50 mix of gloss black and silver.

Painting. Uppersurface - tan (FS 30219) or pea-green (local modification, no FS number); dark green (FS 34079); medium green (FS 34102). Undersurface - light grey (FS 36622). Cockpit interior - matt black. Ejection seats - dark grey. Cushions - light grey. Instrument panels - matt black. Canopy frames - camouflage pattern with white/pale yellow lining.

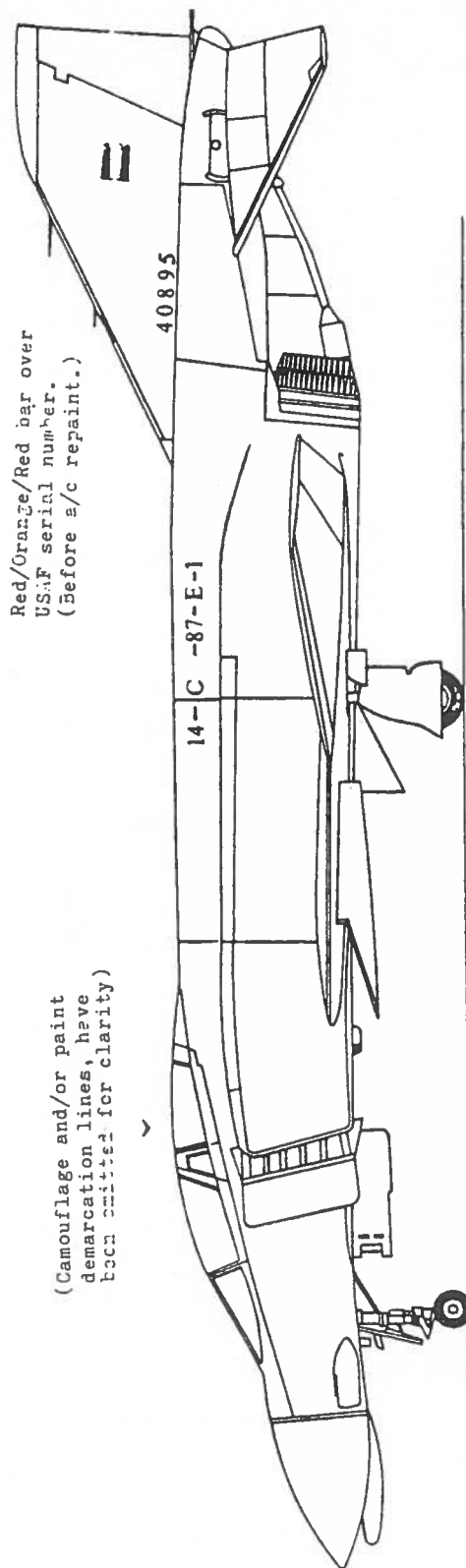
Misc. Radome - semi-gloss black with white and red a/s markings. U/C wells, legs, and doors - gloss white. All interior surfaces - gloss white. U/C doors have gloss red edges.

Note. Aircraft very weathered resulting in patches of new and faded colour with much overspray. Undersurfaces and wheel wells very grimy. Nose radome weathered brown/black. All leading edges have paint peeling with natural metal showing.

Markings. All a/c stencilling is black, rescue markings yellow with black lettering, national insignia usually quite faded red/orange/red, a/c numbers black, flag on fin white square with black diagonal cross.

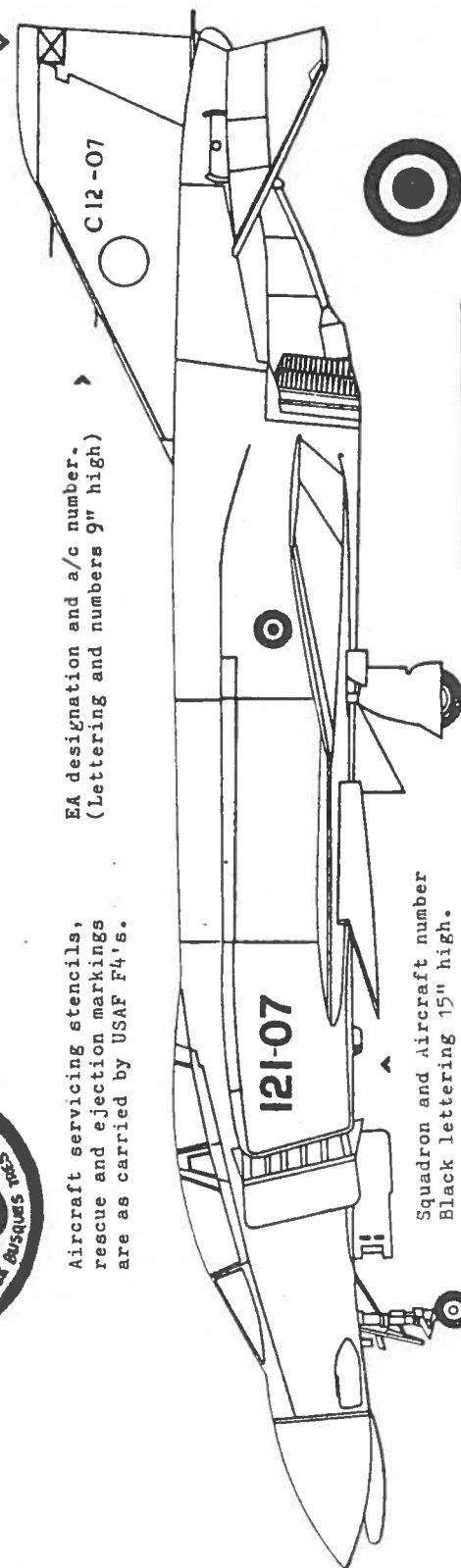
This article has been specially prepared for the sole use of the SAFO. Material taken from the files of Ian Dewar (SAFCH #163).

Jose Luis Gonzalez Serrano (SAFCH #141) has some up-to-date comments about the Spanish F4's: "1. The Mando de la Defensa Aerea (Air Defence Command) has recently disbanded and been replaced by the new Mando de Combate Aereo (Air Combat Command) within which is included Ala no 12. 2. The 42 examples of the RF/F-4E models, planned to substitute the F-4Cs, were rejected by the Spanish authorities due to their extremely poor condition. Until the 72 F-16 enter Spanish service in 1980/81 (and it is not clear whether these 72 planes will be F-16s or F-17/F-18, although the F-16 has been proposed by the USAF to the Ejercito del Aire) it seems that, according to official sources, 18 more F-4Cs will be received to form one more squadron in Ala no 12. 3. The KC-97Ls of Escuadrón 123 have been withdrawn from service. The unit has not been disbanded which leads one to think that replacement tankers will be received (perhaps KC-135As). 4. Among the C.12 weaponry, it is worth mentioning that they also use the SUU-20 pods and Spanish designed and built retarded bombs. 5. Enclosed is a list of USAF serials and the corresponding Spanish serials for the C.12." Jose also sent six photos of Spanish F-4Cs several of which are reproduced here. Contrary to Ian's comments, these aircraft seems to be in a very clean, well-kept condition. From these photos the following serial number - squadron code correlation can be made: C12-02 = 122-01; C12-16 = 122-08; C12-21 = 121-11; C12-24 = 122-12; C12-28 = 122-14; C12-31 = 121-16.



Tail badge adopted by Ala.12 formally worn by Ala.16 a/c.

Black diagonal cross on white square 12" high.



F4C(S)-C.12



Spanish C12-21 of 121 Sq a/c #11 64-0857
(Jose Luis Gonzales Serrano)



Spanish C12-24 of 122 Sq a/c #12 64-0894
(Jose Luis Gonzales Serrano)

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Argentina: Nine Augusta Bell A-109 Hirundo helicopters have been ordered instead of the Bell Huey-Cobra.

Belgium: On 13 June, a T-33 crashed while on final approach to St. Truiden Air Base. The American pilot was killed.

Ecuador: With the Kfir sale blocked by the US, Israel is now offering 24 Neshers (licence built Mirage 5s with French Atar engines).

Greece: The Greek government has requested US approval to purchase a further 18 F-4E Phantoms to supplement the 46 a/c already in service.

Honduras: Twelve Super Mystere B.2s are to be received from Israel. These a/c are to be completely refurbished before delivery.

India: The Navy is to receive 12 refurbished (ex-Aeronavale) Breguet Alizes that will serve aboard the aircraft carrier INS VIKRANT in the ASW role.

Indonesia: Sixteen Beech T-34C-1 Turbo Mentors have been ordered from Hawker de Havilland of Australia. These a/c are to be delivered during January-June 1978. Consideration is being given to an order of from 14 to 18 Hawk trainers.

Iran: Four 747Fs have been ordered for delivery beginning in December 1977. These a/c will serve alongside the 747 already in service.

Iraq: Seventy-two Mirage F.1 fighters have been ordered from France. Also, a follow-on order has been placed for more SA Pumas.

Italy: A RF-104G from the 3rd Aerobrigata crashed near Villafranca on 23 May. The pilot ejected safely.

Jordan: US approval has been given to the sale of 10 AH-1 Huey-Cobra anti-armor helicopters. However, Jordan is having problems finding financial support.

Kenya: Four DHC-5D Buffalo have been ordered to replace the Caribou now in service. Other new a/c orders are for 10 F-5Es and 2 F-5Fs.

Korea, South: One hundred Hughes 500M-D Defender helicopters are to be received. Sixty-six of these will be assembled under licence by Hanjin.

Kuwait: Interest is being shown in obtaining Hawk trainers.

Malaysia: Consideration is being given to the purchase of 16 Sikorsky S-61As to go with the 12 already in service.

Netherlands: Royal Netherlands Navy Lynx helicopters '260' and '261' have been transferred from Yeovilton, UK, to De Kooy in the Netherlands. They now serve with No. 7 Sqn. where they have replaced the AB-204Bs. The Netherlands Air Force took part in the action to liberate the hostages held on a hijacked train by South Molukken terrorists. On the night of 10-11 June, 6 Starfighters made low passes of the train with full afterburner to make as much noise as possible to cover the Marines attacking the train. Three passes were made and the a/c remained on the scene until they were given to OK to return to Leeuwarden by the Marines. A NF-5 (K-4025) collided with a German G-91 near Ahlhorn, Germany, on 13 June. Both a/c managed to land without further damage.

Rhodesia: Twenty Reims-Cessna F337s were obtained by the Air Force from a Spanish fishing company in the Canary Islands. Twelve Britten Norman Islanders have been obtained, mostly from Mozambique and Botswana before the Portuguese left.

Saudi Arabia: The US has approved the purchase of 60 McDonnell Douglas F-15 Eagles to replace the BAC Lightnings. Deliveries are to begin about 1980.

Somalia: Somalia claims to have destroyed 3 Ethiopian F-5s and a C-130. Ethiopia denies these claims and points out that it does not operate the C-130. However, it does acknowledge the loss of a commercial C-47 airliner.

Sudan: A contract for 6 C-130H Hercules was signed in June.

Syria: A recent demonstration of the Transall C-160 by a French team was received with considerable interest.

Togo: Recent orders have been for 5 Dassault/Breguet/Dornier Alpha Jets and 3 EMB 326 Xavantes.

Turkey: Seven F-5As have been acquired from Libya. They will supplement 125 F-5As, 36 RF-5As, and 15 F-5Bs.

Uganda: Six FFA AS 202 Bravo primary trainers have been ordered from Switzerland.

Venezuela: The entire Canberra fleet will be refurbished by BAC (UK). The first refurbished Canberra B(I) Mk 82 has already been returned to Venezuela.

In order to keep your news column up-to-date, I would like to invite all SAFCH members to help me in preparing this column. Some members are already sending in news items, but a much better job can be done if more people would help. Please collect all news items from your country, and from neighboring countries, and whenever you have enough to make a letter worthwhile send them to me: Fred Bachofner, Welleweg 4, Brielle 3310, the Netherlands.

ESCUADRON 201
PART 2 - THUNDERBOLTS OVER MEXICO
By Mardonio Islas

(Editor's note: Part 1 of this article, which appeared in SAFO #6, described the markings of the P-47s used by the Mexican Expeditionary Air Force in the Philippines. In the second part, our author now describes three color schemes used by the 201 Squadron Thunderbolts after their return to Mexico.)

After the end of the war in the Pacific, Squadron 201 of the Mexican Expeditionary Air Force left their P-47D-30 Thunderbolts in the Philippines and returned to Mexico where they received new P-47D-28s.

These aircraft were finished in an entirely new color scheme: No longer used were the American star-and-bar, as well as the black identification bands, the numbers on the cowlings, and the serials on the fin. Fuerza Aerea Mexicana (FAM) triangles now appeared in all six positions, bands were painted on the wings, fuselage, and fin in the color of one of the four escuadrilla (flights) - yellow, dark red, green, and blue, and the Squadron emblem (Pancho Pistolas from Walt Disney's "The Three Caballeros") was applied to both sides of the fuselage immediately behind the cowling, the cowl petals remained but they were now bordered in the escuadrilla's colors. The hub of the propeller was also in the escuadrilla's colors, and the propeller blades were black with the tips painted yellow on both sides.

According to Roque Gil Samaniego, an expert modeler who was a mechanic in Squadron 201 at the time they received their P-47s, these aircraft arrived in natural metal without any bands. However, there is some controversy on this point. Others have claimed that these aircraft were painted an overall light grey when received. Be this as it may, it is known for certain that some of the FAM P-47s were finished in an overall light grey when they were retired from active duty in 1960. Others, from approximately 1956 on, were painted overall olive drab with yellow bands.

So much for generalities. Let us now discuss color schemes for particular aircraft:

Scheme A - (See drawing.) This aircraft is light grey overall with yellow bands on the upper and lower surfaces of the wings, on the fuselage, and across the vertical fin; all bands have a thin black border. On the wings, these bands extend from the inner edge of the ailerons to just beyond the machine guns. On the fuselage, the band is located over the supercharger outlet and the FAM triangle is positioned completely within the band. The horizontal band on the tail has the letters "PZT" in black within it, and the serial numbers (from 1001 to 1004) immediately below. The cowl petals retain their usual color (white) and shape, but with a yellow border. The propeller hub is also yellow. The 201 Squadron emblem (Pancho Pistolas) is positioned on both sides of the fuselage just behind the cowling and the antiglare panel remains as described in Part 1. The inside surfaces of the landing gear doors, the wheel hubs, and wheel wells are zinc-chromate yellow.

Scheme B - This scheme is identical to "A" except that all bands are dark red and the serial numbers run from 1005 to 1008.

Scheme C - Thunderbolts, serial 1009 to 1016 were overall olive drab (Polly S olive drab PCA 819 gives an exact match to this color) with yellow bands on the wings and fuselage, these bands are without a black border. The fuselage band is narrower than on schemes "A" and "B" and is placed further back with a smaller FAM triangle now placed in front of the band. The entire fin is a very light green which was the distinctive marking of 201 Squadron at that time. The letters "PZT" appear on the fin with the serial numbers below. The traditional petals on the cowling are no longer used and the antiglare panel is no longer necessary. Wheel door covers, wheel hubs, and wheel wells are still zinc-chromate yellow. Some aircraft retained the Pancho Pistolas emblem, but others had only the white disk when withdrawn from service.

Decals for scheme "B" are available in the LODELA release of the REVELL P-47D while those for schemes "A" and "C" are now available from the author through the SAFCH. Kits that can be used to produce a model of an FAM P-47 in 1/72 scale include those from REVELL (LODELA), HASEGAWA, JO HAN, and FROG. All of these kits need the addition of a dorsal fin to properly represent the FAM Thunderbolts.

Translated by Ismael Garcia Llaca
SAFCH # 53

Translation of notations on the drawing: Verde = green, Blanco = white, Rojo = red, Amarillo = yellow, Verde Olivo oscuro = dark olive drab, Filo Amarillo = yellow border, Filos Negros = black border, Helice Negra = black propeller, Spinner Amarillo = yellow spinner, Todo el Avion, Gris Excepto lo Anotado = grey overall except as noted.

(Editor's note: A photo that appeared in the February 1965 AIR PICTORIAL, page 47, seems to show another color scheme for a FAM P-47. The overall finish is either bare metal or light grey. On the tail "PZT" is over the serial 1003. There is definitely no fin or fuselage bands, but the view does not allow any determination to be made about the existence of wing bands. There may or may not be a squadron emblem for glare hides this spot. The petals on the cowling are in some dark color - definitely not white - with a black border. I've called this photo to the attention of our Mexican friends and they reply that it is "most probably one of the light-grey versions, and the apparent differences must be due to a faulty negative". Sorry guys, but the differences sure look real to me. This might be the bare metal delivery scheme described above, but those dark cowl petals do not fit into the system described. The SAFCH would be most pleased to hear for anyone who can further obfuscate this issue.)

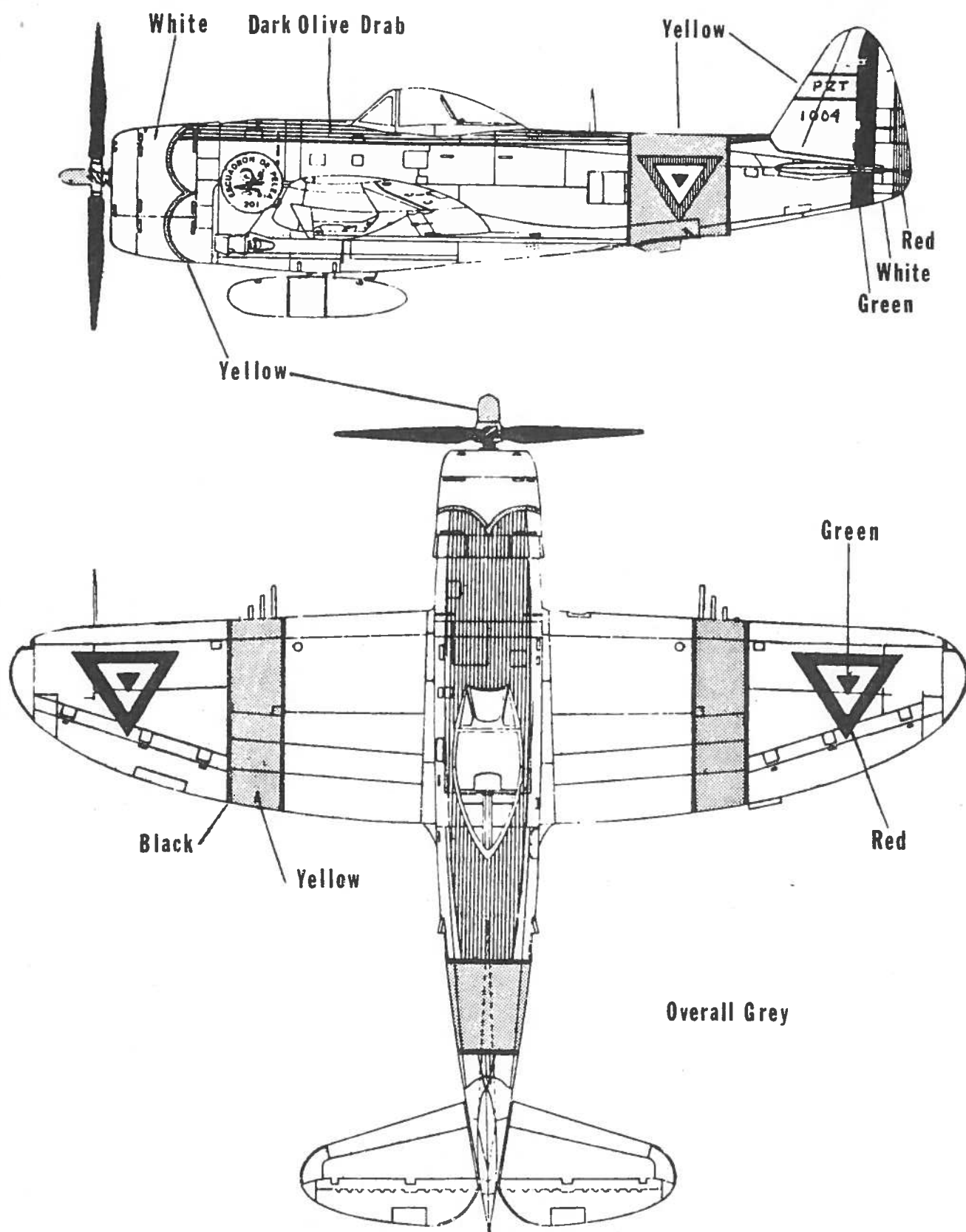
This article, which first appeared in MODELISMO #2, is reproduced here with the very kind permission of Mardonio Islas, the author; Fernando Hernandez, the artist; and Justo Aguirre, the publisher.

MODELISMO #2 contains 48 pages on all aspects of modeling. Anyone interested in subscribing to this Mexican magazine should contact our Mexican National Editor; Ismael Garcia Llaca, Monte Alban 600, Col. Vertiz Narvarte, Mexico 13 D.F. for further information.

MEXICAN AIR FORCE DECALS: Mardonio Islas, the author of this series of articles on the Mexican P-47, is now producing a series of 1/72-scale decals for Mexican a/c. Mr. Islas has graciously allowed the SAFCH to sell these decals directly to you.

The first three subjects are for the Mexican P-47Ds described in this and the previous article. Sheet #1 is for the MEAF P-47D described in Part 1; this sheet measures 8 x 5 1/2 cm and includes both Mexican and USAF national markings as well as serials and codes. Sheet #2 is for the FAM P-47D in overall olive green; and sheet #3 is for the FAM P-47D in overall grey. Both these latter sheets measure 9 x 10 cm and include national insignia, wing and fuselage bands, serial numbers, and a real gem of a squadron emblem. Each set includes a drawing of the aircraft and all color information. These decals cost US \$1.00 each including postage by surface mail. For air mail delivery, add 20¢ per decal. Send orders to: Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923.

Future decals in this series will feature Mexican T-33, C-47, AT-6, A-24, etc.



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KIT - IPMS Belgium

- # 9 1972. Republic RF84F Thunderflash photos, drawings and modelling information (9 pages). Chance Vought CV 156F of the French Navy, drawing and modelling information (2 pages). Macchi M.C. 200 Italian Air Force, drawing of three different aircraft.

10 1972. Fouga CM-170 Magister, photos, drawings and modelling information (7 pages).

- # 11 1972. Republic F84F Thunderstreak, photos, drawings and modelling information (13 pages). Badges and markings of aircraft of the 2nd wing and 10th fighter-bomber wings, 1955-1972 (1 page).

12 1972. Nieuport 17cl, Sopwith Camel F.1, Hanriot H.D.1, De Havilland D.H.4, Avro 504N in Belgian Air Force service with drawings and modelling information. (Photos of all aircraft are printed on cover and back pages.)

- # 13 1972. Hawker Hunter with photos, drawings and modelling information (6 pages). Cant Z 1007bis depicting 3 different aircraft. Serials of the aircraft of the Belgian Air Force since 1947.

14 1973. The Aerospatiale SA 330 Puma in service with the Belgian Police Forces, with drawings and modelling information as well as some photos.

- # 15/16. The C-130H Hercules in service with the Belgian Air Force. Drawings, photos and a lot of modelling information (13 pages). Belgian aircraft codes 1946-1962.

17 Vol. 5. The Lockheed T-33 in Belgian Air Force service, drawings, photos and modelling information (9 pages).

- # 18 Vol. 5. Two more photos of the Belgian T-33's.
Color photo of the Belgian Air Force Boeing 727.

21 Vol. 7. The D.H. Mosquito NF.30 in Belgian Air Force service with drawings, photos and modelling information.

22 Vol. 6. Photo of Belgian Merlin IIIA. Photos of Belgian Air Force Boeing 727. Article on publications about the Belgian Air Force and related subjects. Article about Belgian aviation 1914-1940.

23 Vol. 6. Belgian Air Force F-104G Starfighters with photos, drawings and modelling information.

Note: The inconsistencies in the volumes and numbers are due to the fact that the Dutch branch has to translate the original manuscripts into Dutch. This is not done in the correct order of publishing of the French-language magazine, but the numbers are the same.

SACFH PROJECT # 3
Report # 1
Latin Mustangs (Part I)
By NICK WATERS III, SAFCH # 2

This report is the first published based upon SAFCH Project # 3. That is Latin Fighter A/C, WW II and of WW II vintage. A little background about this project is due before I get into the full report.

Project #3 began about the same time as the SAFO. Jim Sanders and I kicked it around and decided to give it a go. That was about seven years ago. In that time I found just how difficult it was to be to get information on Latin Aircraft.

But finally we are ready to go with the first of what I hope to be many articles on Latin Fighter aircraft.

I am not vain enough to believe that this work is 100% perfect. It does reflect the best information that I have been able to uncover. Anyone who has additions and/or corrections, please contact me as soon as possible to get these changes /corrections into Part II.

All drawings relate to NAA F-51's (with fin fillet)

NICARAGUA

In November of 1954, twenty six (26) F-51's were purchased from Sweden. Exact dates that these a/c were delivered are not known to me. These aircraft remained in service until 31 Dec 1963 when the last eleven (11) were ferried to the U.S. Two of these aircraft crashed enroute.

Serials known: GN-15 and GN-91

Colors: A/C #91: a/c was painted silver overall, not bare metal. Anti-glare panel is flat Black. Prop; black with yellow tips. Spinner- red. a/c #91 also appears to have some sort of unit insignia just forward of the wing root. It appears to be some sort of diving bird but details are impossible to determine from the slide I have.

Drawing #2. This scheme is dated 1966. Serial number of this aircraft is unknown. Again a/c painted silver over-all not bare metal. Trim as indicated on drawing.

Decals are available for Nicaragua, for the wing markings only (ESCI Sheet). But no decals exist for the fuselage markings. (If some Latin member knows where decals (1/72) can be obtained for Latin Countries Please contact me.)

Source of information: SSG Daniel P. Hagedorn. (slide & rough drawing)

URUGUAY

Twenty-five (25) F-51's were delivered in 1950 to form Grupo 2 Caza of Brigada 1. These aircraft remained on strength until 1960 when Grupo 2 Caza converted to the F-80C and AT-33A. Four F-51's were sold to Bolivia in 1960, one a/c, FAU-270 was kept as a gate "guard" at Montevideo. Fate of the remaining F-51's is unknown.

The drawing of FAU-265 that appears in AIRCAM and other sources was apparently assigned to this a/c as part of a public display. No other FAU F-51 I've photo coverage of carries this unit marking.

Serials Known: 25 a/c serial range FAU 250 through 275.

Colors: a/c bare metal overall. Other trim as per drawing.

Sources: AIRCAM, Flying Review International, Gary Kuhn, SSG Daniel P. Hagedorn, Georg Von Rauch.

COSTA RICA

Four a/c delivered at the request of the OAS during the invasion of Costa Rica, 16 Jan 1955. These a/c were used in combat against the rebels. A/C were purchased for \$1 each.

The drawing was made from a photo supplied by SSG D. P. Hagedorn. From the activity in the photo it suggests that it was taken not long after delivery.

Serials Known: 1 through 4

Numbers 1 & 2 were written off 19 Jan 1955

Number 3, written off 22 Jan 1956

Number 4 became N6169U date unknown.

Colors: A/c bare metal overall. Appears that the spinners are red, Anti-glare panels either black or O.D. All colors are based on interpretation of B&W print and may be off.

CUBA

This drawing is included as strictly provisional. I have only a poor Xerox copy of a magazine photo of the a/c and believe me there is a lot left to be desired.

Numbers of aircraft delivered are unknown, dates believed to be sometime after the signing of the RIO Pact in 1947. and serial numbers of any others are also unknown.

Colors: A/C FAR 401. Other than the national insignia and lettering everything else is pure guesswork. I have no real hard information on the sharkmouth (prob red/white) and the fuselage stripes, and spinner. I need more info on these aircraft badly. Anyone out there have anything on them?

Other nations to be covered in later parts of this report will be: Bolivia; three schemes, one bare metal, one lt grey and one camouflage (I need more info on this one).

Dominican Republic: at least five different schemes, two bare metal and three camouflage.

Haiti: Two bare metal schemes

Guatemala: Three bare metal schemes and one camouflage. I need more information on the camouflage scheme, namely markings carried. I have a photo of the aircraft after they returned to the U.S. but all markings were painted out and the wings are not visible at all.

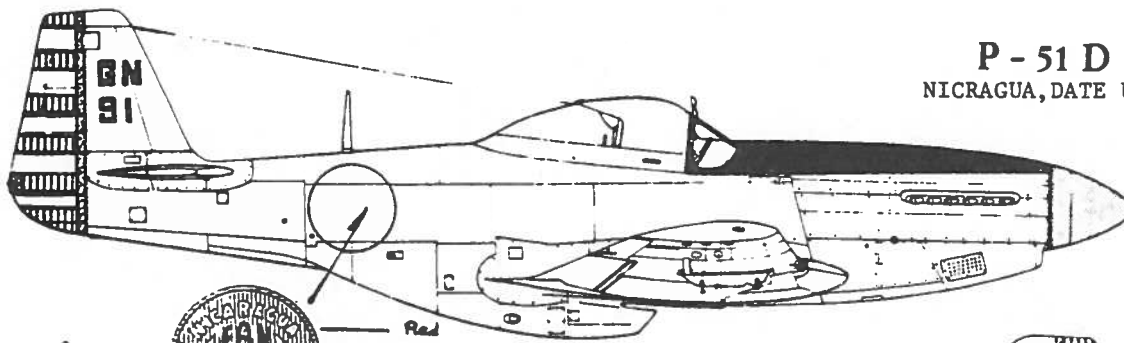
El Salvador: These aircraft were all Cav F-51's. Although there are reports of ex civil F-51's being supplied during the Soccor War. But I've no photos or hard information on these.

Further reports will deal with other aircraft types such as the P-47, F4U, F6F, F-80, Meteor, Hawk II's, Beaufighter, Mosquito, P-38, P-40, and many others.

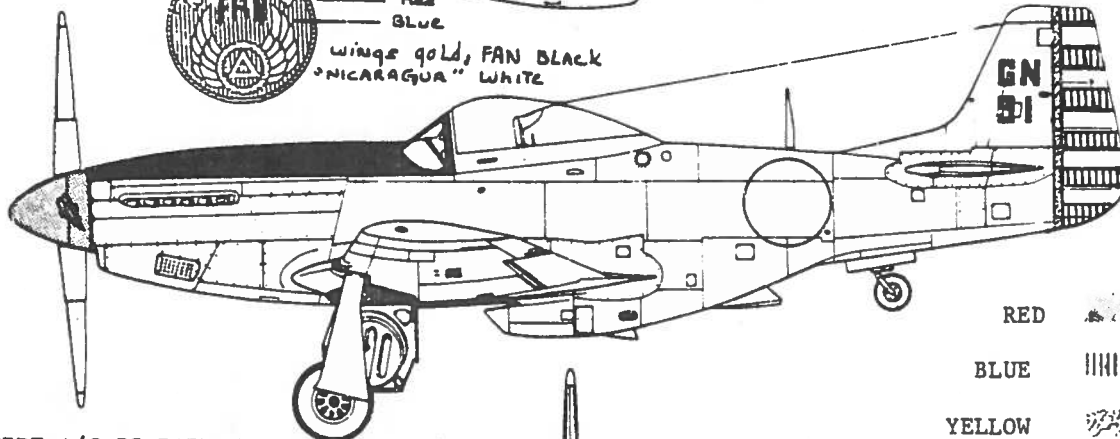
I am also the clipping editor for SAFO and if anyone has clippings that pertain to things they feel should go into SAFO, send them along. And Anything on Latin America should also come to me for further research projects. The only way to get it back to the members is to have the raw information in the first place. If we all cooperate with each other then the SAFO should grow and perhaps there will be others within IPMS who will see that there is a lot to do other than the countless 8th Af F-51s, or USN/USMC Corsairs.

NICK WATERS
SAFCH # 2

P - 51 D
NICRAGUA, DATE UNK

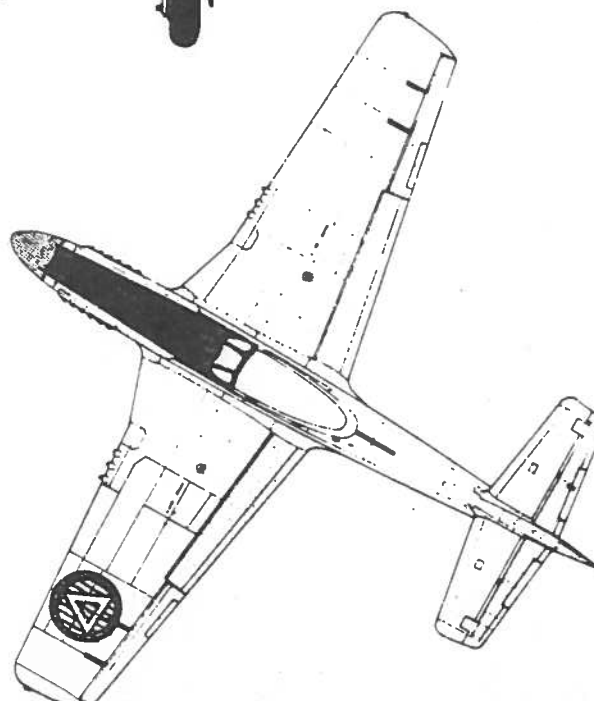
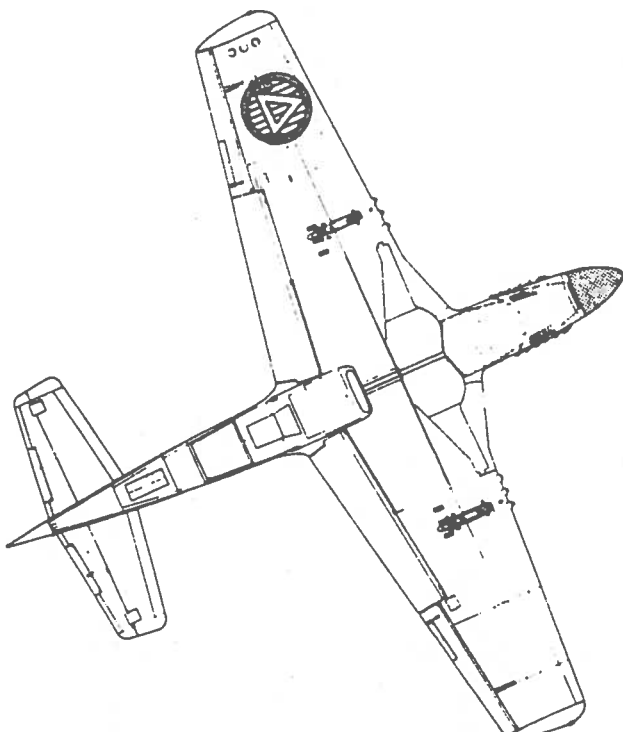
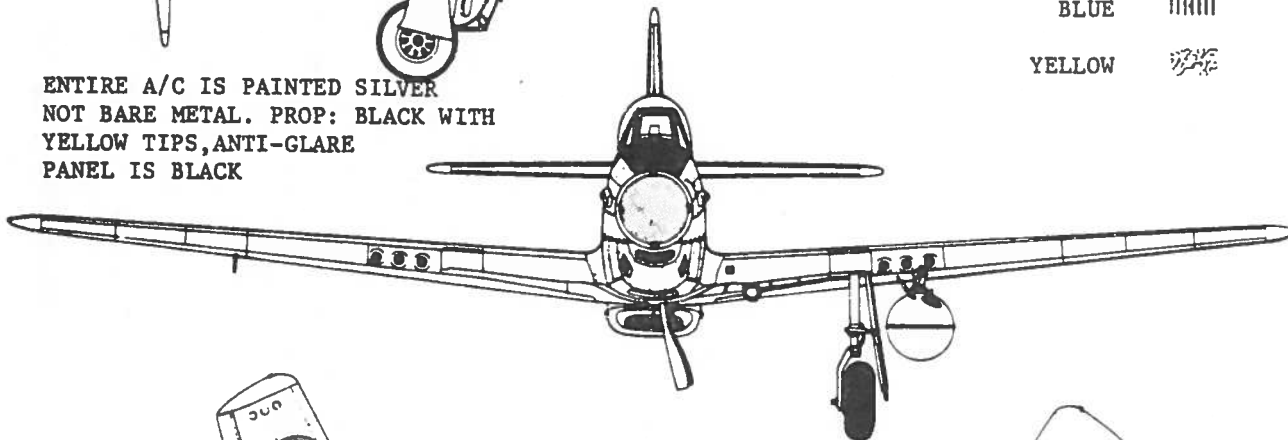


Red
Blue
Wings gold, FAN BLACK
"NICARAGUA" WHITE

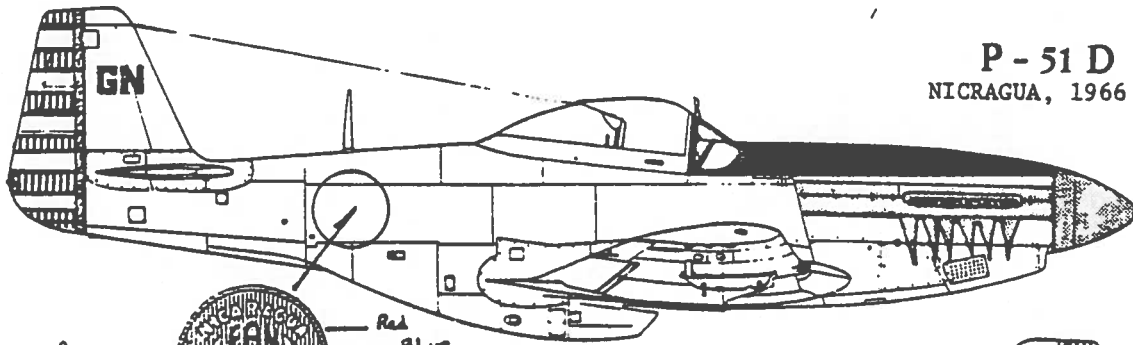


RED 
BLUE 
YELLOW 

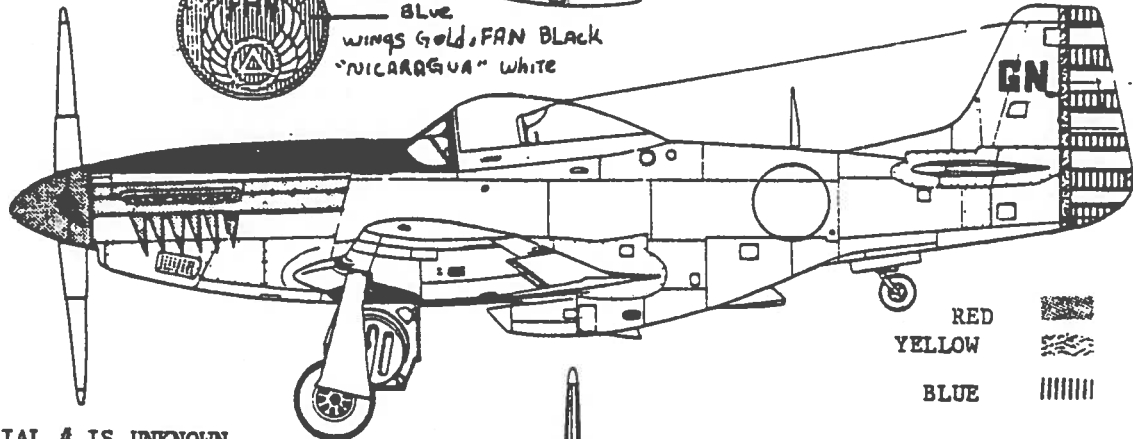
ENTIRE A/C IS PAINTED SILVER
NOT BARE METAL. PROP: BLACK WITH
YELLOW TIPS, ANTI-GLARE
PANEL IS BLACK



P-51 D
NICRAGUA, 1966

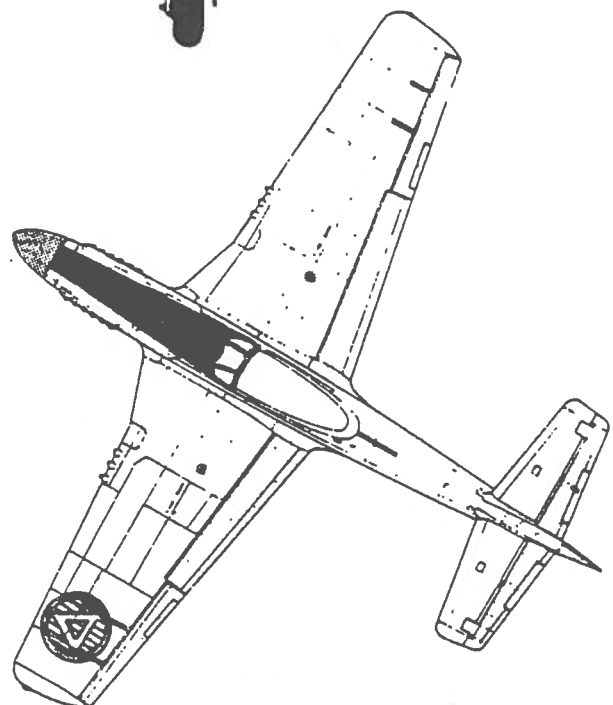
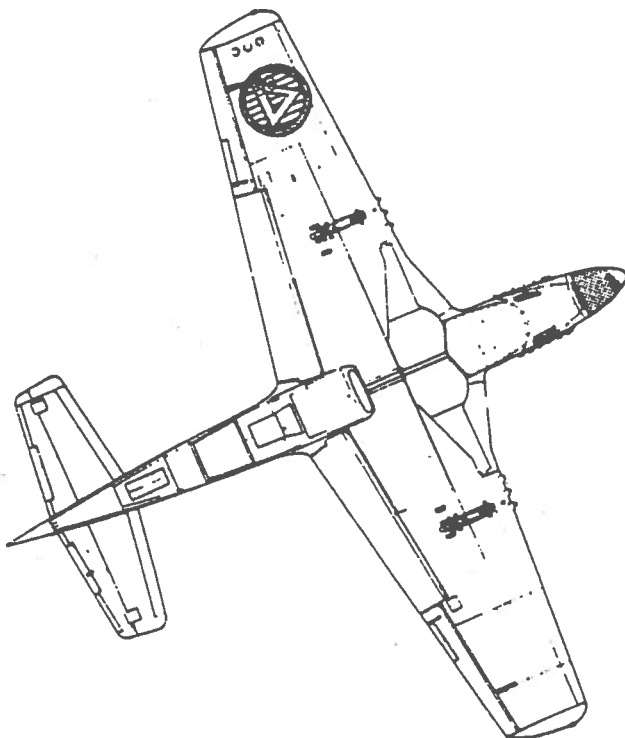
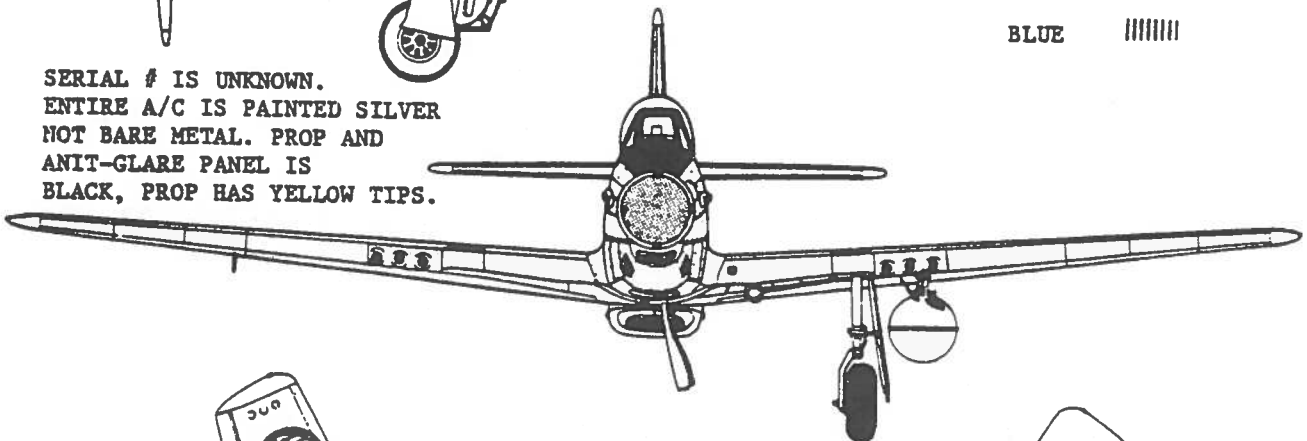


Red
Blue
Wings Gold, FAN BLACK
"NICRAGUA" WHITE



RED
YELLOW
BLUE

SERIAL # IS UNKNOWN.
ENTIRE A/C IS PAINTED SILVER
NOT BARE METAL. PROP AND
ANTI-GLARE PANEL IS
BLACK, PROP HAS YELLOW TIPS.



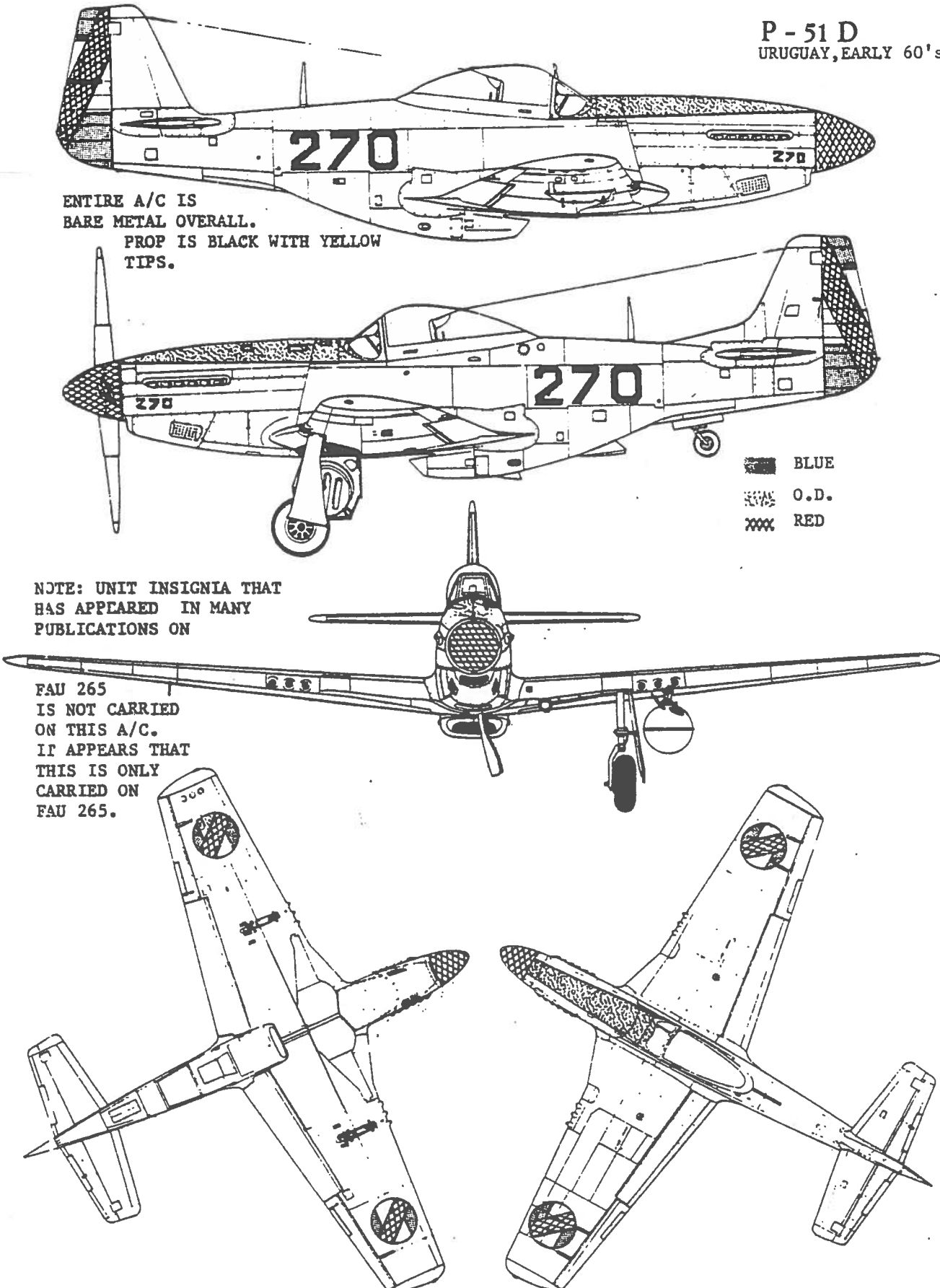
P - 51 D
URUGUAY, EARLY 60's

ENTIRE A/C IS
BARE METAL OVERALL.
PROP IS BLACK WITH YELLOW
TIPS.

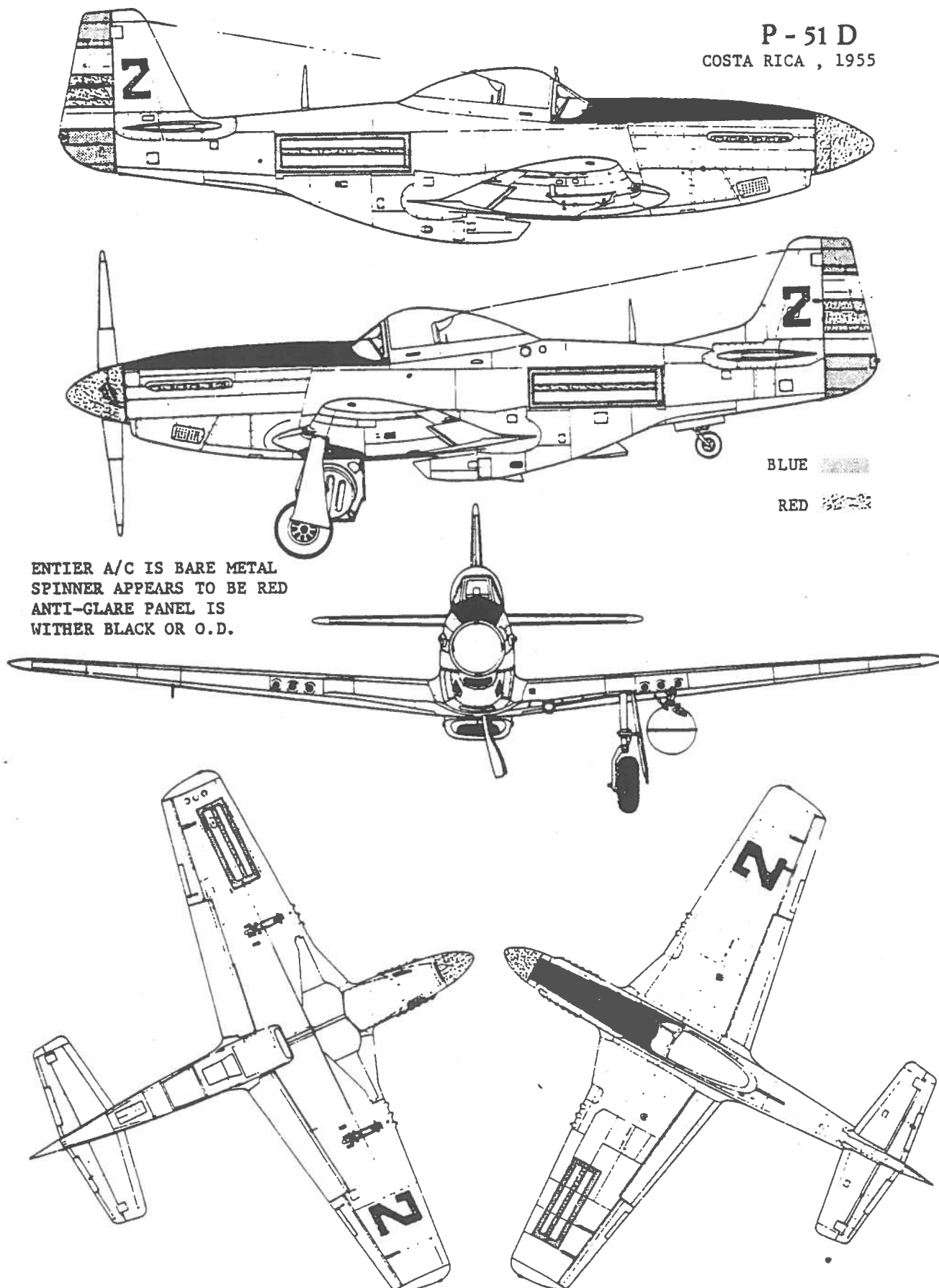
■ BLUE
▨ O.D.
XXX RED

NOTE: UNIT INSIGNIA THAT
HAS APPEARED IN MANY
PUBLICATIONS ON

FAU 265
IS NOT CARRIED
ON THIS A/C.
IT APPEARS THAT
THIS IS ONLY
CARRIED ON
FAU 265.

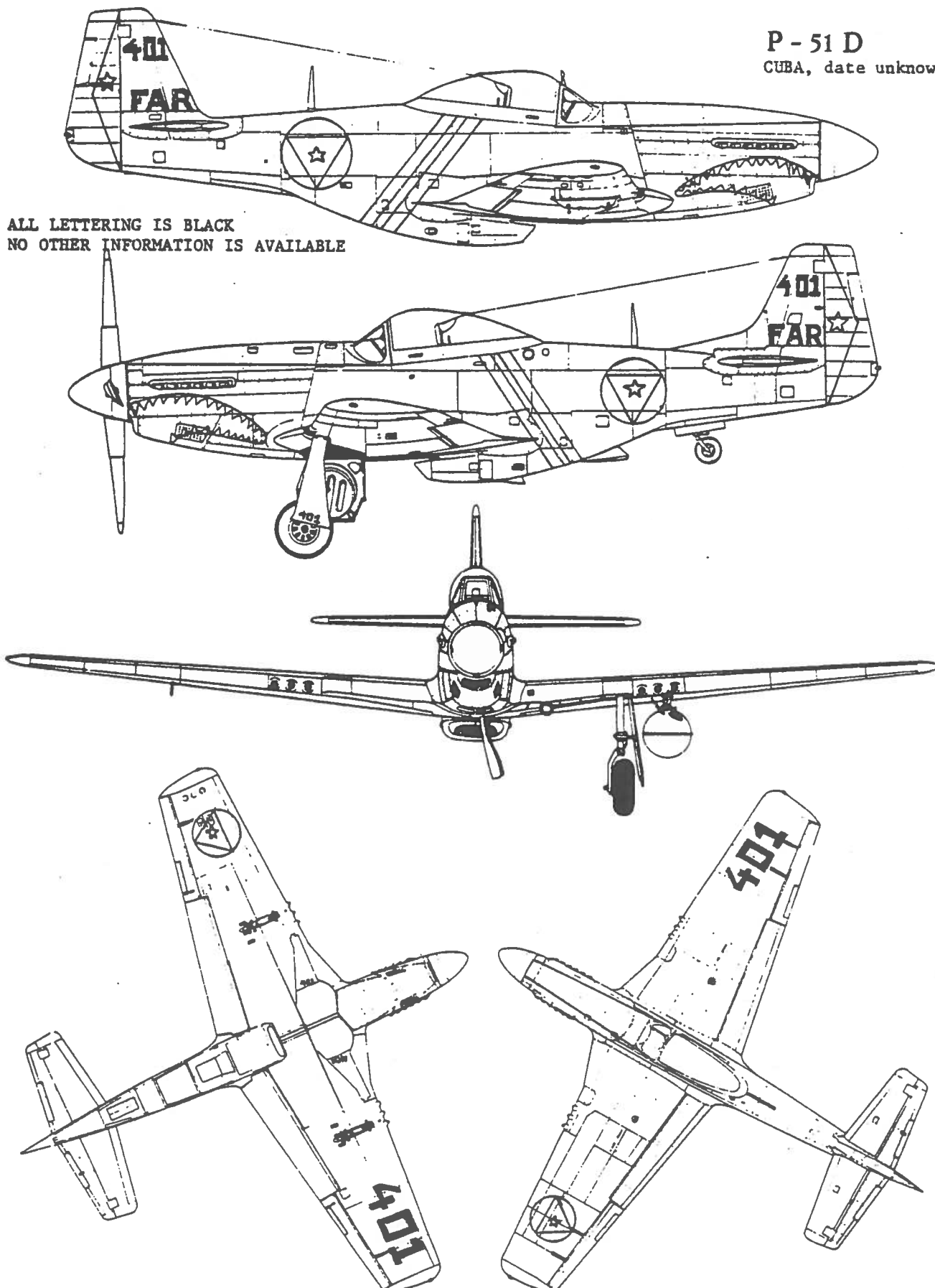


P - 51 D
COSTA RICA , 1955



P - 51 D
CUBA, date unknown

ALL LETTERING IS BLACK
NO OTHER INFORMATION IS AVAILABLE



IPMS-NORWAY, LIMTUBEN: In Norwegian, but with extensive English summaries and English captions. Subscription - 4 issues US \$8.00 to IPMS-NORWAY c/o Jørgen Flood, Trudvangveien 32, 1320 Stabekk, Norway. Highly recommended; if interested, I suggest that you write to Mr. Flood to ask if he has any members who would like to exchange a subscription of LIMTUBEN for one of the SAFO. You might have to throw in a MONOGRAM A-10 to even things out, but it would be worth it to everyone concerned.

Vol. 2 - nr. 4 1976 (20 pages). "Cessna Bird Dog" - the O-1A in Norwegian service (8 pages, 10 photos, 3 pages of drawings). Three photos of Norwegian C-47, K o BW "315613".

Vol. 3 - nr. 1 1977 (20 pages). "Curtiss Hawk 75A" - the Hawk 75 in both Norway and Canada (7½ pages, 19 photos, 2 pages of drawings, plus 1½ pages of modeling the Norwegian Hawks including drawings and photos of models). Photo of 330 (Norwegian) Squadron Sunderland WH o T.

Vol. 3 - nr. 2 1977 (24 pages). "Hawker Hurricane i norske farger" - the Hurricane in 331 (Norwegian) Sq. and with RAAF (9 pages, 21 photos, 2 pages of drawings). Photo of Norwegian Hawk 75. Two pages of drawings of Norwegian F16. Photo of F-84Gs RI o X, W, T, and U in formation flight.

FLYVEHISTORISK TIDSSKRIFT. In Danish. Subscription 4 issues 50 kr to Hans Kofoed, Sankt Markus Alle / 3.4, 1922 København V, Denmark.

#1 1977 (12 pages). "De Havilland Chipmunk" - in Danish service (7 pages, 9 photos); "KDA Museumsfly nu til DK Plymus" (1 page); "KZ fylder 40" - KZ 1 (2 pages, 1 photo, 1 full-page 3-view drawing).

#2 1977 (12 pages). "Dansk svaeflyvning fylder 50 ar" - early Danish glider trainer (4 pages, 4 photos); "Danmarks første jager" - Denmark's first fighter (3½ pages, 3 photos, an excellent 4-view drawing); "mere om Chipmunk (4 page, 2 photos); "Sterling Airways Douglas DC-6B" (3 pages, 10 photos, individual a/c history).

#3 1977 (12 pages). "Noget om RADAR i Flyvevæbnet" (3 pages, 4 photos); "Vore museumsfly - Dragon Rapid OY-AAO (2 pages, 3 photos); "Bessonneau hangaren" (3 pages, 4 photos).

TIMBOX. In Danish. Subscription 4 issues 50 kr to Niels Helms Larsen, Postbox 14, 3540 Lynge, Denmark.

#1 1976 (24 pages). "Fokker CV" (10 pages, 8 photos); "F-100 L-18C" (3 pages, 4 photos); "T-17 Supporter" (6 pages, 8 photos). Photos: 3 F-100, 1 PBV, 4 SAAB 35.

#2 1976 (24 pages). "Fokker CV" (8 pages, 23 photos); "Observatør arg. 1929" (6 pages, 13 photos); F-84G (6 pages, 19 photos, individual a/c history). Photos: 1 L-18C, 1 F-104.

#3 1976 (24 pages). "Fokker CV" (8 pages, 12 photos); "F-84E" (2 pages of side-view drawings); "9 April" (4 pages, 7 photos); "Nu er ESK 721's C-47re gaet til filmen" (2 pages, 5 photos). Photos: 2 SAAB 35, 1 FW Stieglitz, 1 SW-1 (Denmark's first fighter), 1 F-100, 1 Alouette, 1 C-130H, 1 Chipmunk, 1 SAAB T-17.

#4 1976 (24 pages). "Republic F-84E&G Thunderjet" (8 pages, 7 photos, 4 tables, individual a/c history); "Fokker CV" (9 pages, 8 photos, individual a/c history); Photos: 4 S-61, 2 F-100.

(In case it is not obvious, all articles, photos, and individual a/c histories are of a/c in Danish service.)

IPMS-FINLAND MALLARI. In Finnish with English photo captions and notations on drawings. Subscription to issues 17-20 US \$3.00 + 25¢ for checks.

#18 (8 pages). Finnish MiG-21 (5 photos, 1½ pages of excellent drawings including a camouflaged MiG-21 trainer MK-105 - olive brown /dark brown, over grey green - FS 595 equivalents given).

#19 (8 pages). Two photos of an Algerian An-12 while in Finland.

IPMS-BELGIUM KIT. In French. For subscription information write to Jean-Pierre Timmermans, Av. Gounod 87, 1070 Bruxelles, Belgium.

#25 (36 pages). "Le Sea King" - the Westland Sea King in Belgium colors (14 pages, 7 photos, 3 pages of drawings including interiors and plenty of color information). An outstanding article.

If all issues are this good, this is a magazine that all SAFCers should consider.

AVIATION SOCIETY OF AFRICA NEWSLETTER. Subscription US \$5.50 for 12 issues. Better yet, sponsor a SAFO subscription for an ASA member and get the ASA NEWSLETTER free; send \$4.00 and I'll work with the ASA to find someone for you to sponsor.

Jan. '77 (20 pages). Photos: Chad Caravelle TT-AAM; Air Madagascar DC-4; Botswana Navajo A2-CAT. "Aviation-Minded Nigeria", "Cameroon Airlines", and "SAAF Ventura Crashes between 1947 and 1956".

Feb. '77 (24 pages). Photos: Comair F-27; Malgachi Aztec '339'; Zambia DC-3 9J-RGY; Beech Queen Air ZS-OOT; Mocambique Dragon Rapide CR-AAT; Safair L-100 ZS-JIX; Angola F-27 CR-LMV; SAA Airbus ZS-SDA; Convair 440 3D-ACD.

Mar. '77 (24 pages). Photos: Convair 440 3D-ACC; Angola Duke D2-ELT; Madagascar 737 5R-MFA; SAA Junkers Ju-52/3m ZS-AFB; Air Botswana HS.748 A2-ABC; Viscount ZS-JUJ; Transkei Airways Beech King Air ZS-XGB. "The War in Angola", "The National Insignia of the African Air Forces (1) Tunisia".

Apr. '77 (24 pages). Photos: SAA DC-4 ZS-AUB; East African DC-9; Botswana Navajo 5R-MVM; Pitts ZS-UHZ; SAAF Viscount 781; Libyan Arab Falcon 20. "Jet Flying in the SAAF", "Log-Book Notes", "Insignia (2) Central African Republic".

May '77 (20 pages). Photos: Air Djibouti DC-6B F-OCYJ, Safair L-100 ZS-RSJ; Twin Otter ZS-JEU; SAA Junkers Ju-86 ZS-ANA; Swazi Air Viscount 3D-AAL. "Insignia (3) Guinea".

June '77 (24 pages). Photos: Comores C-47 D6-ECB; Bellanca ZS-CBS; Queen Air ZS-JWD; SAAF Mirage FI '206'; Kenya DC-9 5X-UVV, and F-27 5H-AAI; Nigerian DC-10 5A-ANN, F-28 PH-ZBG, and Beech 200 5N-AKK; Beaver ZS-CMI, Sikorsky S-62 ZS-HCW. "Log-Book Notes", "Ryan ST-A Production for South Africa", "Insignia (4) Mali".

July '77 (24 pages). Photos: Niger DC-6B 5U-AAF; SAAF Hartbeest; SAA Boeing 747; Gabon Gulfstream 2 TR-KHB; SAAF Impala '1028'; Kenya 707; Falcon 3D-ACB. "Insignia (5) Senegal".

Aug. '77 (24 pages). Photos: F-27 ZS-JVA; Gabon L-100 TR-KKB (marking different from those shown in SAFO #7); Morocco C-119 0-37871; Boeing 707 ZS-SAB; DC-6 9Q-CMG. "Insignia (6) Ivory Coast".

Each issue has the following regular features: African Airline News, Military & Government Aviation, Registration Review, Accident Report, Airport Movements, and African Business Jets.

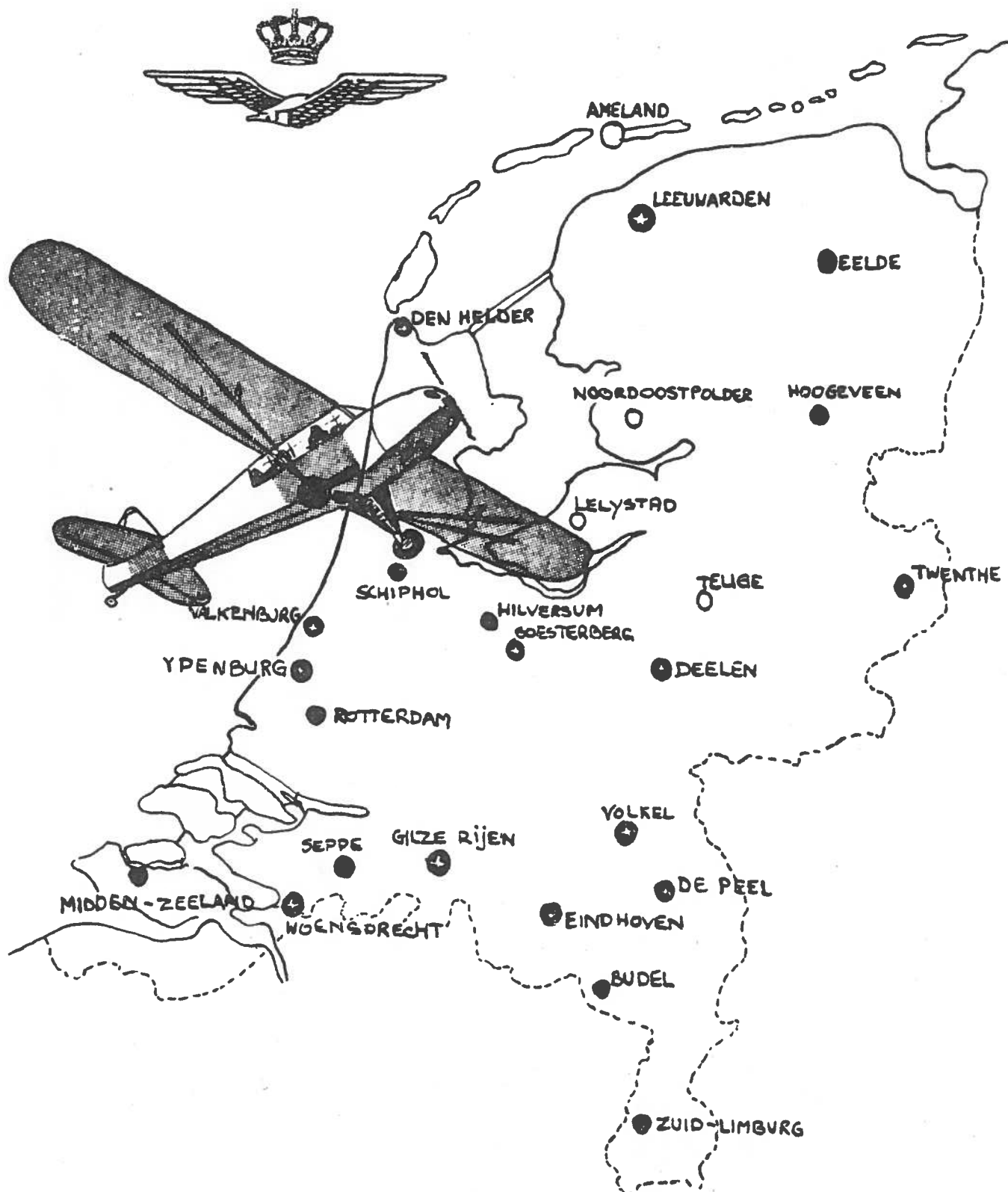
Now available through the ASA is a 1/72 scale SAAF decal sheet. On an A5 size sheet it features current 'castle' markings, numerals, etc. and comes with a data sheet on markings and colours. US \$1.50 from ASA Sales, PO Box 50413, New Redruth, 1452 South Africa.

BOOK BARGAINS from Marboro Books Inc., Dept. 706, 205 Moonachie Road, Moonachie, NJ 07074.

6167R. MUSTANG AT WAR. By R. A. Freeman. Over 200 photos, 12 full color, and an exciting text record the development & wartime history of the North American Mustang from its first single sortie over France in May 1942 through all its operations in WW II to its last battles among the treacherous mountains of Korea a decade later. 6 3/4 x 11 1/4" Pub. at \$10.00. Only \$5.98

4997G. NAVAL AIRCRAFT 1939-1945. By L.S. Casey; Drawings by John Batchelor. Authoritative account of the development & application of naval aircraft throughout WW II, with full treatment of all major types. Over 150 action photos, 85 full color plus over 100 color drawings. 8 1/2 x 11 3/4". \$5.98

HOLLANDS FLYING FORCE



THE ROYAL NETHERLANDS AIR FORCE

At the moment, the Royal Netherlands Air Force has 14 squadrons of which five are equipped with Starfighters, four with Northrop NF-5s, one with Fokker Troopships, and four are Army helicopter squadrons. These squadrons are located at seven operational air bases: Leeuwarden, Twenthe, Deelen, Soesterberg, Gilze Rijen, Volkel, and Eindhoven (see map). De Peel and Woensdrecht are so-called "sleeping bases" and are occasionally used when, for instance, one of the operational bases is having a runway repaired.

Also in the Air Force order of battle are eight Nike and eleven Hawk squadrons all based in Germany and a Nike practice range on Crete.

CHANGES: Already phased out of RNethAF service are the DHC 2 Beavers and the Piper Super Cubs. They are being replaced by the MBB Bo-105 helicopter.

Between 1979 and 1983, the Starfighters will be replaced by the F-16. Of the present Starfighter squadrons, only no. 306 recce sqn will remain operational with RF-104G until 1984. Eventually, the Northrop NF-5s will also be replaced by F-16s.

Four of the eight Nike squadrons will be phased out and 8 of the 11 Hawk squadrons will be withdrawn from West Germany and used for airfield defense in the Netherlands. To go with these Hawk batteries, 40mm Bofors guns (40L70) will be obtained.

INVENTORY: 120 R/F-104Gs, 18 TF-104G, 74 NF-5As, 30 NF-5Bs, 12 Troopships, 30 MBB Bo-105s, 77 Alouette IIIs. Bear in mind that not all aircraft are used operationally and that aircraft have been lost.

NAVAL AVIATION SERVICE (MLD)

At the moment, the MLD has five squadrons located at Valkenburg and De Kooy, and one detachment based at Hato in the Curacao. One squadron is equipped with the Agusta Bell UH-1, one with the Westland AH-12A Wasp, one with the Lockheed SP-2H Neptune, one with the Breguet SP-13A Atlantic, and one training squadron equipped with both Neptunes and Atlantics. The detachment at Curacao is equipped with Neptunes. Three Troopships, on loan from the Air Force, have been converted to navigational trainers to replace the Beechcraft TC-45Js.

CHANGES: With the coming of a new series of helicopter-carrying ships, a new type of helicopter has been ordered; the Westland Lynx. Eventually, the Wasps are also to be replaced by the Lynx.

The Agusta-Bells are to be phased out in the near future. A big disappointment to the Navy was the recent decision not to replace the Neptunes.

INVENTORY: Still in service with the Navy are 7 Agusta Bell helicopters, 15 Lockheed SP-2H Neptunes, 8 Breguet SP-13A Atlantics, and 12 Westland Wasps.

Fred Bachofner (SAFCH #15)

-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-

From Gus Morfis (SAFCH #3) comes the following useful information: "Federal Standard 595 is the Color Chip Standard book containing 450 different color chips, 4" x 1". The price is \$2.25 and you can get it from: Specification Activity, Printed Materials Supply Division, Bldg. 197, Naval Weapons Plant, Washington, DC 20407. This is really a good deal and will help a lot of people with their colors. I have had a copy for years and it was getting pretty tired. I sent them a personal check and I had my new book in about three weeks."

"I am looking for old ABT decal sheets #'s 2, 4, 5, 8, 11-20, 22, 24-26, 29-33, 35-37, 39, 40, 43, 45-99. Will pay reasonable price. Also, wanted photos of Ethiopian Air Force F-86, T-28, Canberra, F-5, T-33, and AB 204 Iroquois. Leroy C. Floray Jr., 1326 Denbrite Rd., Baltimore, MD 21228 (SAFCH #240)

AIR FORCE UNITS

GROEP 'LICHTE VLIEGTUIGEN

(Light Aircraft Group)

Aircraft operated by the Air Force on behalf of the Army

298 Sqn	Alouette III	Soesterberg
299	"	Deelen
300	" /Bo-105	"
301	BO-105	"

KONINKLIJKE LUCHTMACHT

(Royal Air Force)

306 Sqn	RF-104G Starfighter	Volkel
311	F-104G	"
312	"	"
313	NF-5A/B	Twenthe (OTU a/c on loan)
314	"	Gilze Rijen
315	"	Twenthe
316	"	Gilze Rijen
322	F-104G Starfighter	Leeuwarden
323	"	"
334	Friendship/Troopship	Soesterberg
32 TFS	F-4E Phantom (USAFE)	" (under Dutch control)

1 GGW	Nike	Munster-Handorff
2	"	Schoppingen
3	Hawk	Blomberg
4	"	Hessisch-Olderorff
5	"	Stolzenau

NAVY UNITS

MARINE LUCHTVAARTDIENST

(Naval Aviation Service)

2 Sqn	Atlantic/Neptune	Valkenburg (training unit, a/c on loan)
7	Augusta Bell UH-1	De Kooy
320	SP-2H Neptune	Valkenburg
321	SP-13A Atlantic	"
860	AH-12A Wasp	De Kooy (a/c for frigates)
Detachment:	Neptunes or Atlantics	Hato (Curacao) a/c from 320/321 sqn

Tom Young (MODEL-AIRE INTERNATIONAL and SAFCH #56) is seeking info on UN aircraft, NASA aircraft, and military Boeing 247s for articles for the IPMS/USA QUARTERLY. (PO Box 159, Olema, CA 94950)

"Angola F-84G: Notes in the NEWS section (SAFO #7) mention that 5195 and 5141 were left behind by the Portuguese. I suggest that either the 5141 designation is wrong or another aircraft, 5144, was also left behind. I have a photo of good quality from Soldier of Fortune magazine which shows 5144 at Nova Lisboa, Angola. The aircraft has four .50s (the standard being six), carries the number 144 on the nose, between the number and the red nose intake band is what appears to be the original Portuguese squadron markings. Tail markings consist of the original Portuguese flash and 5144 above this in black. The Portuguese roundel has been overpainted in white. The unique thing is that this aircraft was under FNLA/UNITA control, not MPLA control."

Tom Young (SAFCH #56)

AIR ENTHUSIAST / AIR INTERNATIONAL

ARGENTINA

"Argentine Arrow" (story of the I.Ae. 27 Fulqui): Vol. 1, No. 4, p. 219 (Plane Facts).
 "Fuerza Aerea Facelift" (status and activities of the Argentine Air Force): Vol. 3, No. 2, p. 72.

AUSTRALIA

"Australian Air Power - A Time of Crisis": Vol. 6, No. 3, p. 109.
 "Boomerang - The Digger's Delight" (development of the wartime Boomerang fighter): Vol. 2, No. 2, p. 91.
 "Far Eastern Threesome - An Illustrated Account of the ANZUK Forces in SE Asia": Vol. 6, No. 1, p. 17.

BANGLADESH

"Airpower Over Bangla Desh": Vol. 1, No. 5, p. 279 (Letter).

BELGIUM

"Belgium's Air Arm Today and Tomorrow": Vol. 9, No. 6, p. 267.
 "Renard's Neutrality Fighters - Belgium's Might-Have-Been Fighters of the Forties": Vol. 12, No. 4, p. 185.

BRAZIL

"Brazil Stresses Air Capability": Vol. 11, No. 3, p. 111.

BULGARIA

"Bulgarian Recce Biplane" (the DAR-3): Vol. 1, No. 5, p. 277 (Plane Facts).

CANADA

"Air Power in the Melting Pot - Canadian Military Aviation Today": Vol. 8, No. 4, p. 163.

CHILE

"One-Off Chilean" (the Chincol): Vol. 2, No. 3, p. 149 (Plane Facts).

CZECHOSLOVAKIA

"Conflict Over the Carpathians" (the 1939 battle with Hungary): Vol. 1, No. 4, p. 180.
 "The Last Belligerent Biplane - The Avia B-534": Vol. 7, No. 1, p. 25.

ESTONIA

"Estonian Bulldogs": Vol. 5, No. 1, p. 85 (Letters).
 "Those Estonian Spitfires": Vol. 11, No. 6, p. 281 (Letters).

FINLAND

"LeO in Finland" (Finnish use of the LeO H-246): Vol. 3, No. 2, p. 106 (Plane Facts).
 "A Violent Finnish Wind" (development of the VL Pyorremyrsky): Vol. 1, No. 5, p. 273.

HUNGARY

"Conflict Over the Carpathians" (see CZECHOSLOVAKIA)
 "Turboprop powered fighter-bomber" (development of the X/H fighter): Vol. 1, No. 1, p. 52 (Plane Facts).

INDIA

"Fly with a Sting" (Indian use of the Gnat): Vol. 7, No. 2, p. 68.
 "HAL's Fighters - Hope and Hazard": Vol. 11, No. 3, p. 129.
 "Harnessing the Storm Spirit" (development of the Marut): Vol. 4, No. 5, p. 215.
 "India and the MiG-21": Vol. 5, No. 1, p. 7.
 "Indian Ocean Air Power" (Indian naval aviation): Vol. 3, No. 6, p. 275.
 "Journal of an Air War" (the 1971 conflict with Pakistan): Vol. 2, No. 4, p. 177.
 "Quantity or Quality? The Indian Dilemma": Vol. 9, No. 4, p. 170.
 "Spinal Cord of India's Air Defense": Vol. 8, No. 1, p. 7 and Vol. 8, No. 2, p. 69.

IRAN

"Iran's Multi-Mission 707s": Vol. 11, No. 6, p. 294.

ISRAEL

"The Holy Day War": Vol. 6, No. 5, p. 240.
 "Israel - Preparing for the Next Round": Vol. 1, No. 7, p. 343.
 "Israel's Pride of Lions: Shotgun Marriage ... or Love Match" (development of the Kfir): Vol. 12, No. 5, p. 220.

ITALY

"Italy's Air Force - An Air Arm in Crisis": Vol. 12, No. 3, p. 111.

JORDAN

"The Arab Professionals - The Royal Jordanian Air Force": Vol. 9, No. 3, p. 111.

MALAYSIA

"Jungle Fliers of the Rubber State": Vol. 1, No. 3, p. 147.

NETHERLANDS

"... between DAF and Daimler - The Royal Netherlands Air Force Phases in the NF-5": Vol. 3, No. 1, p. 7.
 "A Diamond for the Dutch - Military Aviation in the Netherlands enters its Sixty-First Year": Vol. 5, No. 1, p. 23.
 "Dutch Digression" (the Fokker D-XXIII): Vol. 6, No. 2, p. 69.
 "The Fighter that Missed the War - The last of the Koolhoven": Vol. 10, No. 4, p. 185.
 "The Halfway-House Fokker" (the D-XXI): Vol. 1, No. 3, p. 152.
 "Koolhoven's Cobra" (the FK-55): Vol. 2, No. 3, p. 148 (Plane Facts).
 "The Mower - Fokker's Final Fighter" (the G-I): Vol. 7, No. 4, p. 178; Vol. 7, No. 5, p. 239 and Vol. 7, No. 6, p. 286.
 "Shrinking Sea Boots of De Vliegende Hollander" (Dutch naval aviation): Vol. 12, No. 1, p. 14.

NEW ZEALAND

"Far Eastern Threesome - An Illustrated Account of the ANZUK Forces in SE Asia": (see AUSTRALIA)

OMAN

"Supporting a Sensitive War" (British involvement in Oman and Yemen): Vol. 3, No. 3, p. 115.

PAKISTAN

"Post-Mortem on an Air War" (the 1971 conflict with India): Vol. 2, No. 5, p. 227.
 "Thirty Seconds over Sargodha" (the 1965 conflict with India): Vol. 1, No. 1, p. 16.
 "The Tree-Top Warriors" (Pakistani army aviation): Vol. 3, No. 4, p. 167.

PAPUA-NEW GUINEA

"The Bird of Paradise Air Arm": Vol. 10, No. 6, p. 297.

PORTUGAL

"Portugal's Forgotten War" (Portuguese Guinea): Vol. 2, No. 2, p. 58.

RUMANIA

"Oil Well Top Cover - Sixty Years of Rumanian Military Aviation": Vol. 1, No. 1, p. 35.
 "A Polygenetic Rumanian - The Story of the IAR 80": Vol. 11, No. 1, p. 31.
 "A Rumanian Line" (the IAR 14-14-16): Vol. 5, No. 6, p. 299 (Plane Facts).
 "Rumanian Siskin": Vol. 1, No. 6, p. 305 (Letters).

SAUDI ARABIA

"Arabian Fledgling - The Royal Saudi Air Force": Vol. 2, No. 6, p. 301.

SINGAPORE

"A Half-Decade of Air Defense": Vol. 5, No. 4, p. 158.

SOUTH AFRICA

"Winged Springbok - The South African Air Force Today": Vol. 4, No. 3, p. 111.
 "Winged Springbok Takes on Muscle": Vol. 10, No. 5, p. 215.

SPAIN

"Iberian Air Cover - Spanish Air Power Recovers from a Long Siesta": Vol. 7, No. 1, p. 14.
 "Topside for the Armada" (Spanish naval aviation): Vol. 5, No. 5, p. 211.

continued on page 113

THE NORTHROP T-38 / F-5 IN SERVICE (UPDATE #1)

The following comments are an update of the information presented in the March 1977 OBSERVER. The abbreviations used are: (AP) Asia-Plane, (AW) Aviation Week, (Flt) Flight International, (IDR) International Defence Review, (AI) Air International, (A&M) Aviation & Marine.

Abu Dhabi: AP (Jan '77) reports that they are operating some F-5s. The versions and numbers are not mentioned but the pilots are rumored to be Pakistani.

Austria: Austria is still trying to decide what to do about a new a/c. IDR (#2 '77) has an interesting article on their dilemma.

Egypt: In a TV interview (March '77) President Sadat is quoted as asking President Carter for "500 F-5E a/c, they are simple and good". This seems like a lot of airplanes so it is safe to assume that if Pres. Carter approves the deal at all, it will be for a number fewer than 500. AW (11 April '77) reports the same thing except that they put the number at 100-300. AI (May '77) says that the US Senate Foreign Relations Committee is studying a request for 40 a/c, which sounds more reasonable.

Ethiopia: The current turmoil in this country makes it unlikely that they will get any F-5Es at the present time. Flt (2 July '77) says that their order for 14 F-5E and two F-5F has been embargoed.

Korea, South: AP (Jan '77) reports that 60 F-5E/F were added to their inventory and that some of the F-5A Squadrons are re-equipping with the new models.

Libya: AW (13 June '77) reports that nine F-5 were shipped to Turkey. This is given as a new report, but we have seen the same report dated back to 1973 and again in 1975, so this should be treated with some reservation. However, Flt (14 Aug '75) commented that some of the a/c captured when South Viet Nam fell might be sold to Libya. Nothing more was heard about this at that time and it seemed as if the deal never really came off. Can it be that those ex-South Viet Nam a/c have finally started surfacing on the world market?

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"Here is a supplement to my description of EUROPEAN AVIATION JOURNALS AND SOURCES OF SUPPLY: AIRCAM AIRWAR SERIES from OSPREY Publishers is a new and excellent series in the old AIRCAM style, 48 pages, English text, b&w photos, fine colour art work of aircraft, pilot's uniforms, squadron badges, even ground gear such as a Hucks starter. At the end of each of these paperback booklets is a translation of the photocaptions and colour plates in French and German! Price is £1.95 each plus postage. Vol. 1: RAF Fighter Units, Europe 1939-42; Vol. 2: USAAF Heavy Bomber Units, ETO & MTO, 1942-45; Vol. 3: Spanish Civil War Air Forces; Vol. 4: Luftwaffe Ground Attack Units, 1939-45. Next four volumes due before the end of 1977. Available at Beaumont's, Osprey Publishing Ltd., 12-14 Long Acre, London WC2E 9LP, England. (Editor's note: A real innovation is the simultaneous production of 1/72-scale, metal figures to match the color drawings in the book. For example, the Spanish Civil War book is complemented by a set of three figures - Nationalist, Republican, and Condor Legion pilots. These figures are well done (although there seems to be some problem with cigarettes and maps on this scale) and they will add a lot of interest to any model of a Spanish Civil War a/c. These figures must be purchased separately. One source of supply is Sky Books International, 521 Fifth Ave., New York, NY 10017.)

"From SQUADRON/SIGNAL Publications come two excellent A4 size booklets of 64 pages each on gloss paper with text, b&w photos and fine colour illustrations: Armee de l'Air (French Air Force 1937-1945) and Regia Aeronautica (Royal Italian Air Force 1940-1943). US \$4.95 each.

"Aircraft photographs: There are quite a number of suppliers. I buy mine from England. One source I can

Malaysia: AP (Jan '77) reports that their F-5Es are assigned to No. 12 Squadron.

Morocco: AI (April '76) reported the loss of one F-5A, brought down by a SA-7 missile. The same issue mentions a Letter of Offer for 22 F-5E and two F-5F, but nothing more has been heard about this.

Singapore: Apparently Singapore is interested in the F-5E/F in addition to their previously announced A-4 order. AW (20 Sept '76) says that 21 F-5E/F were in the US Congress for their approval. A&M (Nov '76) reports that they are interested in 21 F-5F, but they probably mean a mix of F-5E/F.

Thailand: AP (Jan '77) reports that the Thai AF has between 16 and 30 F-5Es on order. They also identify 24 F-5A, two F-5B and four RF-5A on duty with No. 13 Squadron on Don Muang Airfield at Bangkok.

Turkey: AW (13 June '77) reports that Libya transferred nine F-5s to Turkey. The details were given in the Libyan entry.

Inputs, comments and suggestions from our readers are not only welcome, they are necessary. This is the best way to make sure that we keep our information up-to-date, and that we are as correct as possible. Of course, this does not mean that we urge our readers to break local laws by snooping over a fence. I should think we have all learned something from the misfortune of those 'reg spotters' in Yugoslavia and Greece.

Gus Morfis
4709 Green Meadows Ave.
Torrance, CA 90505

(Editor's note: I really think that Gus has something good going here. It seems to me that this is what the so-called "aircraft specialists" in the other organizations should be doing. If anyone would like to take responsibility for some other current a/c type and provide articles keeping track of their small air forces activities, please contact ye olde editor.)

highly recommend is Military Aircraft Photographs, 16 Sleaford Road, Cranwell, Nr. Sleaford, Lincs. NG34 8BY England. Despite the name, he does stock many photos of civil aircraft, old and new types, worldwide. There are monthly lists with hundreds of photos, b&w, color prints and slides. Delivery time is approximately 4 weeks after closing date (normally at month's end), payment due within 14 days of receipt of goods. The quality of the photos is very high. Recent prices taken from his list No. 22:

b&w post card	8p	colour print	26p
1/4 plate	15p	slide	15p
whole plate	25p	5"x7" print	80p

"Another English firm for colour prints (civil & military) is Plane Fotos International, 42 Lyndhurst Ave., Whitton, Twickenham, Middx. TW2 6BX, England. They seem to specialize in South America. Payment is due before delivery (circa 6-8 weeks after order due to the closing date). It is suggested that you establish an account and fill it up from time to time. "Airliner" subscribers get a discount on their prints.

"In America I can mention Candid Aero-Files, PO Box 165, Indian Orchard, MA 01151. I bought a batch of b&w prints (with rounded corners) for 25¢ each, and colour at \$1.00 each; both post-card size. Quality is high, choice is large, but I find the prices rather high in comparison to the English photos.

"Something for all aviation buffs - Glenn Illustrators, PO Box 505, Keller, TX 76248, produce nice colour prints, seals, etc. of WW 2 aircraft in action. Most illustrations are realistic. All pictures are now available in a nice A4-size book (at ARCO Publishing Company Inc., New York) under the title "World War II Aircraft in Combat". Price \$10.95 plus postage. The book has 144 pages."

Fritz Braun (SAFCH #220)

AIRCRAFT OF THE ISRAELI AIR FORCE 1948-1977

Mfr	Type	Entered Service	Quantity	N. American McDonnell-	P-51D (from Sweden)	1952	25
Airspeed	Consul (Oxford variant)	c.1950	few	Douglas	F-4E Phantom		at least 24
Agusta	AB-205A	c.1969	25+	"	RF-4E		at least 6
Avro	Anson Mk I	1949	few	"	F-15A	1976	25 ordered
Aeronca	L-16 (unconfirmed)	?	?	"	TF-15A		incl. above
Auster	A.O.P. 3	1948	18-20	Miles	M.57 Aerovan	1948	2
"	J.1	1948	1(?)	"	Gemini	1948	1
Avia	S-199 (C.210)	1948	25	Nord	N.1203 Norecrin 6	1948	2
Bell	47G	?	?	"	Noratlant (new a/c)	late 50s	20
"	205 (UH-1D)	c.1969	25+	"	" (ex-Luftwaffe)	early 60s	8
"	206 (Jetranger)	"	?	Noorduyn	UC-64A Norseman	1948	17
"	AH-1 (version unknown)	1977(?)	?	Piper	L-18C Super Cub	1952	60
Boeing	B-17G	1948	3	"	J-3C Cub	1948	?
"	377 Stratocruiser	1962	5	Potez	CM-170 Magister (from	1950s	52
"	C-97G/L	1968(?)	7 or 8	"	France)		
"	KC-97	1968(?)	2	"	(from	1960s	40
"	CH-47	1977(?)	8	Pilatus	Germany)		
"	707-320C	?	5	Republic	PC-6A Turbo-Porter	1963	2
Beech	Bonanza (35 or A35)	1948	3	RWD	RC-3 Seabee	1948	1
"	Queen Air	1971(?)	20	"	RWD 13 (ex Palestine	1948	2
Britten-	Islander	?	9	"	RWD 15 Flying Club)	1948	1
Norman				SOCATA	Rallye	?	?
Bristol	Beaufighter Mk 10	1948	4	Sikorsky	S-55 (H-19)	1956	at least 3
Consolidated	PBY-5A	1952	3	"	S-58B	?	12
Cessna	185	?	?	"	H-34G	early 60s	24
"	206	post '67	?	"	CH-3C (S-61R)	1975	12
"	207	"	?	"	S-61 (variant unknown)	1975	12
Curtiss	C-46	1948	10+	Stearman	CH-53G/S-65C-3	1969(?)	33+
Canadair	CL-13B Sabre 5	1958(?)	0*	"	PT-17	1948	20*****
Douglas	C-47/DC-3	1948	10 left	Sud	SE 3130 Alouette II	1959(?)	12+
"	C-54/DC-4	1948	in '76	"	SA 321K Super Frelon	1964-65	20+(?)
"	DC-5	1948	1	"	SO 4050 Vautour IIA/N	early 60s	
"	A-4 E/F (Skyhawk)	1969	250+	Supermarine	Spitfire Mk 9 & 16		
"	TA-4H (used as FAC a/c)	"	24	"	(from Czechs)	1948-49	64
Dornier	Do-27	?	?	"	" tropical Mk 9#		
"	Do-28D Sky servant	?	10 left	"	(from Italy)	1951-52	?
"			in '76	"	Mk 22 (?)		
DHC	Chipmunk	early '50s	?	Taylorcraft	Plus C	1948	1
Dassault	Ouragan	1954	75	"	"Taylorcraft Auster"	1948	5
"	Mystere II		0**	Temco	T-35A Buckaroo##	?	?
"	Mystere IVA	1955-56	60	Vultee	BT-13 Valiant	1949	2###
"	Super Mystere B.2	1959	24				
"	Mirage IIICJ	1962	72				
"	Mirage IIIRJ	"	2***				
"	Mirage IIIBJ	"	3				
DeHavilland	DH-89A Dragon Rapide	1948	?				
"	DH-82A/C Tiger Moth	1948	?				
"	Mosquito PR-16	1948	2****				
"	" T.3,FB.6,B.9	1950-51	22(?)				
"	" NF.30	1951	1				
Fairchild	F-24R Argus (UC-61)	1948	?				
"	Type unknown	1948	?				
Fokker	S.11 Instructor	1951-52	41				
Grumman	G-44 Widgeon (Gosling)	1948	2				
"	E-2C Hawkeye	late '77	4				
"	EV-1E Mohawk	ordered	?				
Hiller	360	1950s	?				
Gloster	Meteor T.7	1953-54	4				
"	" F.8	"	8				
"	" PR.9	"	9				
"	" NF.13	"	6				
Heliopolis	Goumhouria (Bu-181)	1967	?				
IAI	Magister (also see Potez)	1960	50+				
"	Arava 201	1976	14				
"	Nesher (Mirage III)	1972-73	40+				
"	Kfir C.1	1974	33+				
"	" C.2	1976-77	?				
"	Westland 1124N	1977-78	2				
Lockheed	Hudson (from USA by sea)	1948	2				
"	Lodestar (flown from Aus-	1948	1				
"	Constellation (C-69)	1948	3				
"	C-130E/H (incl. 2 KC-130H)	1971-72	24				
North American	AT-6 Harvard	1948	17				
"	P-51D Mustang (from USA)	more later	4				

* At least one Sabre flown in Canada with Israeli markings; sale cancelled due to US opposition.
 ** Not delivered, but flown in Israeli marking in France.
 *** These two may be included in the Mirage IIIC total.
 **** Only one arrived.
 ***** More probably purchased post '48.
 # At least one Egyptian wreck salvaged.
 ## All production a/c were supposed to have gone to Saudi Arabia under MAP; any details would be appreciated.
 ### Flown out from USA in 2 of the 10 C-46s of "LAPSA" - one BT-13 used as a "hack" by Israeli liaison team in Czechoslovakia.

Notes: The word for this list is "eclectic". Any information at all would be appreciated. I am especially interested the a/c of the 1948 War of Independence. For instance, there were only 3 B-17s. They formed the sole equipment of 69 "Hammer" Squadron. During their career, they were photographed in a 3-color upper surface scheme, several different patterns of 2-color camouflage, and a single upper color (sand?). Fascinating, no?

IAI apparently has made design studies for an anti-tank helicopter; a second-generation Israeli-designed fighter is a possibility.

The following aircraft were confirmed as being ordered, but have not been heard about since: CH-47, AH-1 Hueycobra, and EV-1E Mohawk.

Additional aircraft (not on the list) that failed to reach Israel in 1948: 3 UC-64A Norsemen, 50 P-40s, 4 A-20s (seized at Ft. Lauderdale before takeoff), 1 B-17G, several Spitfires that crashed in Czechoslovakia, 4 Ansons forced-landed in Greece and were impounded until "peace" broke out.

Tom Wisker
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 20-27 169 St.
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GRUMMAN G-44 (J4F-1/OA-14) WIDGEON

ADD ELEVATOR
MASS BALANCES
-ONE EACH SIDE.

ISRAELI
AIR FORCE
1948-49

PROPS BLACK-
FRONT OF
SPINNER ALSO
BLACK

DETAIL

ADD
HATCH

WING OMITTED

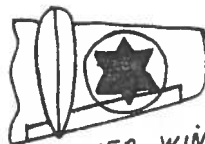
MOORING
FITTING

REPLACE
KIT'S
TAILWHEEL

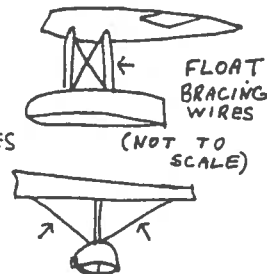
MOORING
FITTING

COLORS

UPPER - MEDIUM GREY (INCL.
FLOATS) WITH DARK
GREEN IRREGULAR PATCHES
(SHOWN DOTTED) (34087)
LOWER - PALE BLUE 35622
POSSIBLY LT. GREY, BUT
PROBABLY BLUE



LOWER WING
INSIGNIA POSITION (4) -
UPPER WING MOST
LIKELY THE SAME.
WHITE DISC WITH DARK
BLUE (15044) STAR OF
DAVID



REFERENCES:

- WARPLANES OF THE SECOND
WORLD WAR, VOL. 5 (FLYING
BOATS) by Wm. Green
- THE ISRAEL AIR FORCE BY
MOSHE HADAR AND YEHUDA OFER
- AMERICAN VOLUNTEERS IN
ISRAEL'S WAR OF INDEPEND-
ENCE by A.J. HECKELMAN

The IDF/AF had two of these aircraft. They arrived in the summer of 1948 from Holland, whether by sea or under their own power I don't know. They most likely served as transports, since their combat value is questionable. On December 7, 1948 (some sources say Dec. 2) one of them took off on a test flight over Lake Kinneret (Sea of Galilee). The crew consisted of two pilots, Oliver Holton (American) and Ralph Moster (Canadian), and a mechanic, Alvin Levine (American). For some reason the airplane crashed into the lake; there were no survivors. This is all the info I have on the Widgeon's service career in Israel.

This camouflage scheme is based on one of the small side-views in THE ISRAEL AIR FORCE by Y. Ofer and M. Hadar.

Modeling the Widgeon: The AIRFIX 1/72 J4F-1/OA-14 Widgeon/Gosling is one of their very early kits. It was a good one in its time, and most of the problems in building it are the result of superannuated molds. Dimensions and contours are generally accurate. It has just been re-released unaltered, but in a new package with an excellent painting of the aircraft and a color 3-view; both of these are a great help in upgrading the kit to acceptable standards. Begin by cutting the rudder halves from the fuselage pieces. Reattach the rudder after assembly. Install a floor and some interior fittings. She was a 5-7 seater, but I don't know what her interior looked like. Fake it or do your own research. (Editor's note: Good photos of the interior as well as excellent scale drawings can be found in Paul Matt's HISTORICAL AVIATION ALBUM Vol. V.) After the fuselage is together, test fit the windscreen; note what a perfect fit it is (a little sarcasm here). It is also inaccurate in its front center contour. Replacing it is an awful lot of work, which I decided not to bother with. On my kit the w/s was too wide. I cut it down the center and filed it a bit. The J4F had a frame running down the

center of the w/s, so the cut is hidden on the completed model. Install the w/s. Seal around it with Elmer's glue so that no putty can squeeze through to the inside. Let it dry and then paint the frame lines onto the "glass" following the box art. When that's dry, carefully putty around the edges to obliterate the gaps. There's a bad one at the center of the cabin roof. You can use Scotch "Magic Mending Tape" to protect the clear areas. Scribe the upper edge of the cabin entry door - AIRFIX forgot to. Get a new tailwheel or clean up the kit one. The landing gear struts are not shown clearly on the instruction sheet; the sharply angled ends are at the top. The wings have very blunt trailing edges. File them down and rescribe the flaps and ailerons. Do the same for the elevator trailing edges. The engines don't fit too well - putty needed. Those things on top of the nacelles are supposed to look like the enlarged detail drawing above the side view. Refer also to the box art. Propellers are fine after you get the flash off the spinners. The oil coolers are too small. Replace them using the box art as a guide (left side on both engines). The float struts appear to be too short. Use .040 sheet plastic replacements 1/8 inch longer than the originals, remembering to give them an airfoil shape. Use fine wire or sprue for the rigging wires. Add elevator mass balances. Put mooring cleat on the upper nose and another at the base of the rudder post. Scribe (or apply a piece of thin paper or tape cut to shape) the hatch on the upper nose. Navigation lights are shown on the box painting (right - green; left - red; rudder - white/clear).

Additions, corrections, etc. to: Tom Wisker, 20-27 169 St., Whitestone, NY 11357.

Here are some additional comments about the Israel fighters article that appeared in #5: "I believe that Spitfires (B) and possibly (C) were not painted in the colors described. I firmly believe that they were actually painted in the standard late- WW2 RAF camouflage - dark green/dark sea grey on top and medium sea grey on the undersides. My reasoning: The first IDF/AF Spitfires came from Czech Air Force storage. They had served on the Western Front with the Czech squadrons of the RAF, where they wore standard RAF markings and camouflage. On page 106 of IPMS QUARTERLY Vol. 8 #2 (Summer 1973) are four drawings of Czech Spitfires. Three are in their WW2 RAF markings. The fourth one is in the markings it received after it came "home" to Czechoslovakia with its squadron after the war ended. She is still wearing her RAF camouflage scheme, but the wing roundels have been overpainted with the Czech 3-color national insignia; the fuselage roundel has been painted out along with the individual a/c letter. (The area is repainted in the RAF color.) The fin flash is overpainted with a Czech flag. In the area where the fuselage roundel was, Czech AF code "M-4" has been painted in white; the former RAF squadron codes "HL" remain beneath the cockpit canopy. The Spitfires did not serve very long in the post-war Czech AF, being replaced by home-grown Messerschmitts (S-199s) and Russian types. All information I have read or seen indicates that these Spitfires were not repainted in Czechoslovakian service beyond a change in markings. (Editor's note: These conclusions are not contradicted by my article on Czech Spitfires that appeared in the IPMS QUARTERLY Vol. 5 # 3 or by the 50 or so photographs I have of Czech Spitfires.)

Israel bought a total of 64 Spitfires from the Czech AF's storage depots. Twenty-four were flown to Israel during the War of Independence in two ferry operations - "Velveta 1" and "Velveta 2". Several were lost en route; one pilot was killed - Sam Pomeronty, an American, who was in charge of the technical operation of the Israeli aircraft purchasing organization in Czechoslovakia. The other 40 Spitfires were shipped by sea and arrived too late to be of any use in the war. Like the S-199s bought previously, the Spitfires were desperately needed; no time would have been wasted re-camouflaging them during the war. (In fact, after the war ended, it appears that they were operated in natural metal finish.) These Spitfires began to replace the S-199s in 101 Squadron as soon as possible. The Avias were suffering an appalling attrition rate. On the first mission one Avia was shot down (pilot KIA) and another (of four) crashed while landing. That's 50% on one mission. The S-199 was a beast to fly and landing it was especially treacherous. Four or five were lost in combat. Four survive today. (One other was lost when the C-46 bring it to Israel crashed.) The other 15 were mostly lost in operational accidents, especially landing mishaps. There was no time to waste. I believe that the Spitfires went into action in RAF camouflage.

"Other comments: The article states that all the Israeli Spitfires were of marks LF.IX and F.IXe. THE ISRAEL AIR FORCE by Ofer and Hadar lists a Mk 9 airframe with a Merlin engine specifically rated for low altitude. By this stage of the war the high altitude tasks were assigned to Griffon-engined Spitfires Mk 14 squadrons. The 16 was the last Merlin-engined Spitfire variant. Differences from the Mk 9 were slight - nose panel lines were altered a little, and the fin's leading edge was slightly extended to increase the area a bit.

"Some Spitfires, quantity and marks unknown, were obtained from Italy c. 1951 after lengthy negotiation about the price.

"One source lists Spitfires F.Mk. 22s in Israeli service. I cannot unearth either confirmation or negation of this assertion. I would tend to doubt it.

"A number of Israeli Spitfires were sold to Burma in 1954. They were reconditioned by IAI's Bedek Aviation division and ferried out to Burma. Marks??"

"Avia S.199/C.210 - The "T" in the side number of most of the 'Messerschmitts' is actually the Hebrew letter "D". Thus, the a/c number of aircraft "A" on page 7 reads "D.120" (Hebrew reads from right to left). Photos confirm this - note that the vertical stroke is not centered on the horizontal stroke, but offset to the right.

"Color schemes - the photos of the lighter-colored a/c to me suggest a light grey color. The S.199 in the Prague Air Museum is overall light grey, a color which could conceivably look like bare metal in a photo. The lack of differentiation between skin panels looks more like an overall coat of paint than bare aluminum. The article also mentions some of the Avias as having been painted dark green overall "on delivery or soon after". Many of these aircraft in Czech service were dark green. It is more likely that the color scheme was left over from Czech AF service. In the critical days of Israel's War of Independence there would have been no time for a repaint. Planes were few, and the attrition rate among the 'Messerschmitts' was appalling - of the four that flew 101 Squadron's first mission, two were lost.

Incidentally, the total number of Avia S.199/C.210's sold to Israel was 25. One of these was lost when the C-46 carrying it to Israel ran into heavy fog over Ekron Airport. The C-46 has no alternative but to try to land anyway. There were no landing aids except the radio. The transport overshot the runway, eventually hitting a hill some miles beyond the field. The navigator on the C-46 was crushed by the 'Messerschmitt' when it broke its lashings on impact. The other three crew members got out before the plane was completely engulfed in flames.

"The red/white rudder stripes seem to be a marking of 101 Sq. The only non-101 aircraft sporting them seem to be display birds, like the Mustang (E, p. 15). Can anyone confirm?"

Tom Wisker (SAFCH #300)

"I noticed that I could add something to Lennart Andersson's article on 'Swedish Export of Military Aircraft 1946-1974". (1) The FAF bought 35 Saab Safir Ds from Sweden in 1958 and one Safir B from Kar-Air in 1963, who had bought it as OH-SFA (ex- SE-BYN) in a damaged condition. Kar-Air repaired it and sold it to the FAF. Production number 246/53, made in Holland under licence. (Source: Suomen Siivet 4/1969, Suomen etc. by Keskinen, Stenman, and Niska.) (2) Saab 35BS Draken camouflage is olive green (Humbrol HU2) and dark blue-grey (HJ 1) upper sides and light blue-grey (HB 6 + blue + black) and silver undersides. See IPMS MALLARI #7. Suomen ... 1939-72 shows incorrect undersides. Codes are DK-202, 204, 206 - 212. Saab Draken XS camouflage is the same, except 201, 203 and 205 which are silver. (See IPMS MALLARI #16) Codes 201, 203, ... 223. By the way, DK-223 is named 'Kreivi von Rosen'. Unfortunately, I don't know the codes for the new Drakens, but I've heard that their camouflage will be the same, except for the two-seater which will be silver. I've also heard that the codes on the camouflaged Drakens are to be changed from white to black. (3) Saab B 17As were yellow overall (See Suomen ... 1939-72.)

"I can also add something to Lennart's article on "The AFI Junkers K.43/W.34": The Finnish AF received one W.34 and six K.43 (codes W-34 and Ju-122 to Ju-128 respectively). In 1944 five more W.34 were bought from Germany (codes Ju-131 to Ju-135). These were used 1930-1952. Ju-123 and Ju-125 were destroyed in a mid-air collision on 30.7.1935; five men died in the FAF's biggest peace-time accident. Ju-136 was shot down by Soviet fighters near Salla (in northern Finland) on 24.12.1939; three died, one parachuted). Ju-122 was destroyed 16.11.1941. It appears that the 'Continuation War scheme' is not the usual black-green, but I have not seen any mention of this. (Sources: Suomen Siivet 2/1969 and 3/1973; Suomen ... 1918-38 and Suomen ... 1939-72.) Suomen Siivet 6/1971 says that nine K.43/W.34 were still in use in December 1944. I believe that this includes Ju-120, Junkers F.12, ex OH-SUO, ex SE-ACK that came with the Swedish F19 volunteer wing and was later presented to the FAF by the Swedes.

Martti Kuivalainen (SAFCH #282)

The scale drawings by Colin Owers that appear in this issue are a small sample of the excellent drawings that appear in each issue of AVIATION NEWS. For those not familiar with this English publication, AVIATION NEWS is published fortnightly (every other week for you American chaps) and is printed in a unique newspaper size - sixteen 11 3/4 by 17 1/2 inch pages. The format seems to be stable and the content of a typical issue (15-28 October 1976) is as follows: 3 pages of news (14 photos), Aircraft Accident Summary (world-wide coverage), The Australian Flying Corps in Palestine (2 pages, 13 photos), The Fokker D VII (2+ pages text, 9 photos, 2 full-pages of drawings), RAF Ouston's ... (1 page, 11 photos), Airshow Agrophobia (1 page, 8 photos), New Books, Problem Pictures, US Military Aviation, World Airline Fleets, UK Register Review, UK Airport Movements (2 pages, 18 photos total), Rotary Review (1- page, 5 photos), Kit comments (1- page, 2 photos), Aviation Photo News - Trans Australia Airlines (1 page, 15 photos).

In my opinion, the outstanding feature is the 2 pages of drawings that appear in every issue under the title WARPAINT. These drawings are always in 1/72 scale (3 cheers) and include unmarked general-arrangement drawings plus a

large number of side views with ample attention paid to the small air forces.

In response to my letter requesting information about the WARPAINT series, Alan Hall, the publisher, sent the following list of WARPAINT subjects and added some very interesting news: "I am hoping that one day we will be able to publish a large number of plans in book form as you suggest. I am at the moment having negotiations with a potential American publisher who sees things in the same way as you do. Alternately we have other ideas on the subject of popularising them and at the moment have another magazine title in prospect where even more plans will be provided.

"Subscription information is as follows: 26 issues are published each year on a fortnightly basis. The annual subscription for the United States and Canada is \$29 and for the rest of the world £8.50. This must be submitted by International Money Order or bankers draft drawn on the U.K. branch of a subscriber's own bank. Orders together with remittance should be sent to the above address (AVIATION NEWS, 2 Sheepfold Lane, Amersham, Buckinghamshire, HP7 9EL, England) marked for the attention of the Subscription Department."

Vol. 1 - 1972/73

1. F-86 Sabre
2. Do 17
3. Short Singapore III
4. Westland Wyvern T3
5. Fairey Firefly 1-7
6. Vickers Wellington
7. Junkers Ju 86
8. HS Harrier
9. Bristol Brigand
10. Lockheed Ventura
11. TBM-3 Avenger
12. F8F Bearcat
13. Heinkel He 59
14. Sopwith Triplane
15. Grumman Tracker
16. BP Overstrand
17. Short Stirling
18. FW 56
19. Aeromacchi MB.326
20. Spitfire IX & XVI
21. Indian Air Force
22. TSR-2
23. Bristol Beaufighter
24. Arado Ar 96
25. SAAB J-29

Vol. 2 - 1973/74

1. Meteor NF 11-14
2. Westland Wasp/Scout
3. Macaws (1973)
4. Nieuport 17
6. Junkers Ju 88
7. PBM Mariner
8. HP Heyford
9. MiG 15
10. HS Sea Vixen
11. Bristol Fighter
12. Avro Anson
13. Fairey IIIF
14. Bristol Bombay
15. T-39 Sabreliner
16. Barracuda I-IV
17. Fiat CR.32
18. Kawanishi Ki 61
19. OV-1 Mohawk
20. Glcster Javelin
21. McDonnell Banshee
22. A-7 Corsair II
23. He 162
24. BAC 167 Strikemaster
25. BP Defiant

Vol. 3 - 1974/75

1. DH.10 Amiens
2. Avro Lincoln
3. DC-9
4. SAAB Draken
5. Saro London
6. Heinkel He 219
7. Curtiss P-40
8. Brandenburg C-I
10. MiG 19
11. PBV Catalina
12. Percival Provost
13. HU-16 Albatross
14. Airspeed Oxford
15. Avro 504K-L
16. HS Nimrod
17. Varsity/Valetta
18. Grumman Wildcat
19. Nieuport 28C
21. Westland Wessex
22. Douglas Skyray
23. Skymaster/C-54
25. DH-4
26. Douglas Boston

Vol. 4 - 1975/76

1. SM.82 Marsupiale
2. Westland Lysander
3. Reggiane Re 2000
4. AJ-2 Savage
5. Fairey Gannet
6. Fairey Albacore
7. HP Hastings
8. NA T-28 Trojan
9. Junkers Ju 52/3m
10. Vickers Vimy/Vernon
11. SAAB 37 Viggen
12. FJ Fury
13. University Air Squadron
14. Lisunov Li-2
15. LTV RF-8 Crusader
16. Vickers Wellesley
17. Westland Wapiti/Wallace
18. Lockheed S-3 Viking
19. Sopwith Snipe
20. NA T-2 Buckeye
21. Curtiss SOC Seagull
22. HS Vulcan B.2
23. RAF Re.8
24. F-89 Scorpion
25. Supermarine Scimitar
26. He 177A-5

Vol. 5 - 1976/77

1. P-3 Orion
2. BAC Canberra
3. Lockheed T-33A
4. Canadair Sabre
5. Hawker Hunter
6. RA-5C Vigilante
7. Sea King, Comando, Lynx
8. Sea Hawk 1-6
9. Dove/Devon
10. Fokker D VII
11. DH Vampire 1-11
12. OV-10 Bronco
13. SC-7 Skyvan
14. Thomas Morse MB-3
15. F-14 Tomcat
16. Pembroke/Sea Prince
17. Master/Martinet
18. FW 190A-5
19. BAC Jaguar
20. SAAB 105
21. B-24 Liberator

AIR ENTHUSIAST / AIR INTERNATIONAL

SWEDEN

"Sweden's Muscular Minimus - The SAAB Supporter/Safari": Vol. 8, No. 1, p. 13.

SWITZERLAND

"Switzerland's Jet Stork" (the FAA P-16): Vol. 11, No. 2, p. 94 (Plane Facts).

TURKEY

"A Pictorial History of Turkish Military Aviation": Vol. 1, No. 2, p. 83.

"The Turkish Air Force - NATO's Linchpin or Achilles Heel?": Vol. 1, No. 2, p. 63.

VENEZUELA

"Venezuela Refurbishes her Aerial Sombbrero": Vol. 5, No. 3, p. 118.

YEMEN

"Supporting a Sensitive War": (See OMAN).

YUGOSLAVIA

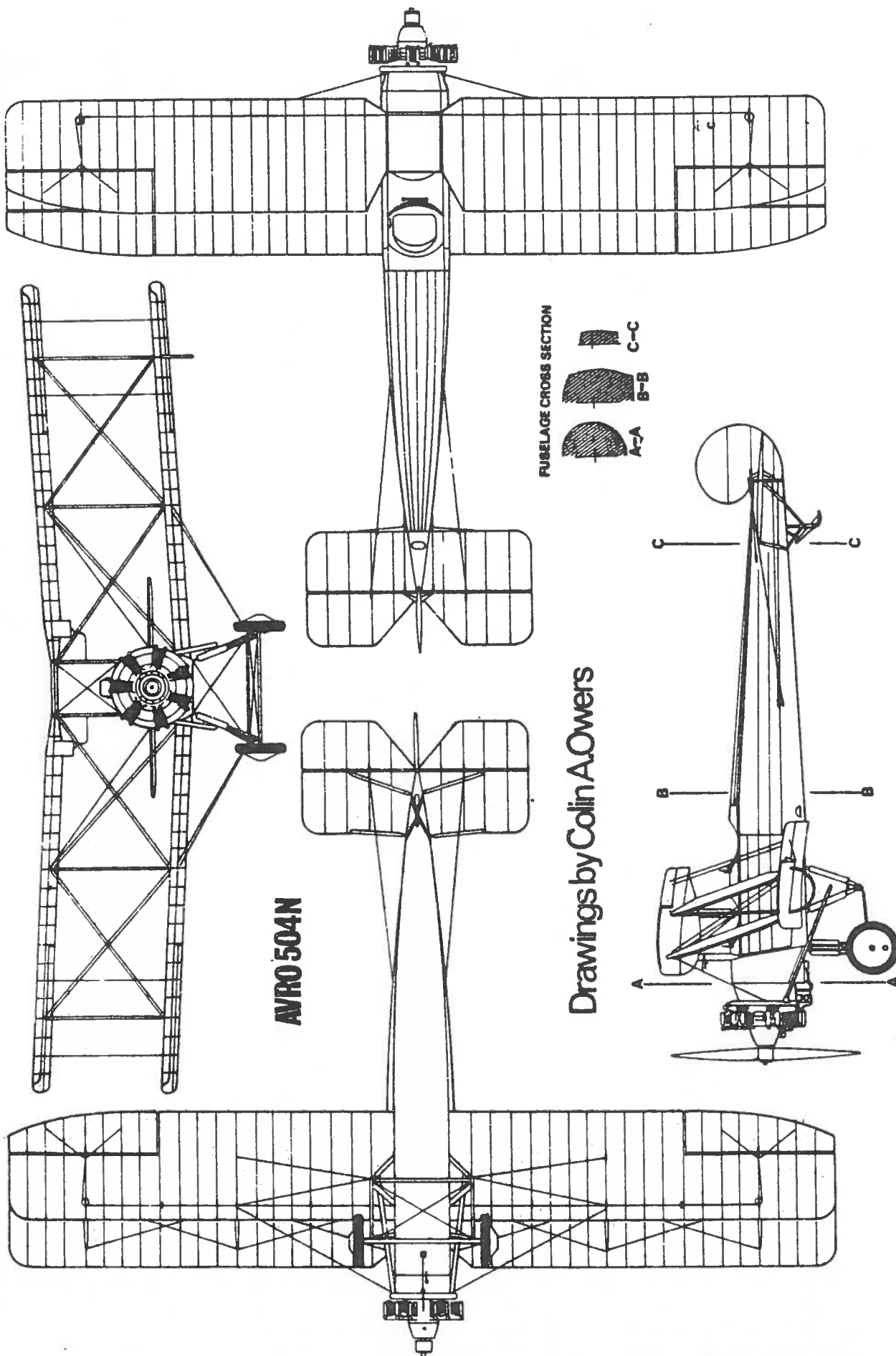
"Emile versus the Luftwaffe" (Yugoslav use of the Bf 109E against the Germans): Vol. 1, No. 4, p. 209.

"Hurricane from Zemun" (the Ikarus Orkan): Vol. 2, No. 3, p. 148 (Plane Facts).

"The Yugoslav Mosquito" (the Rogozarski R-313): Vol. 1, No. 2, p. 111 (Plane Facts).

"In Yugoslav Skies" (the CA 311 and 313 in Yugoslav service): Vol. 1, No. 5, p. 279 (Letters).

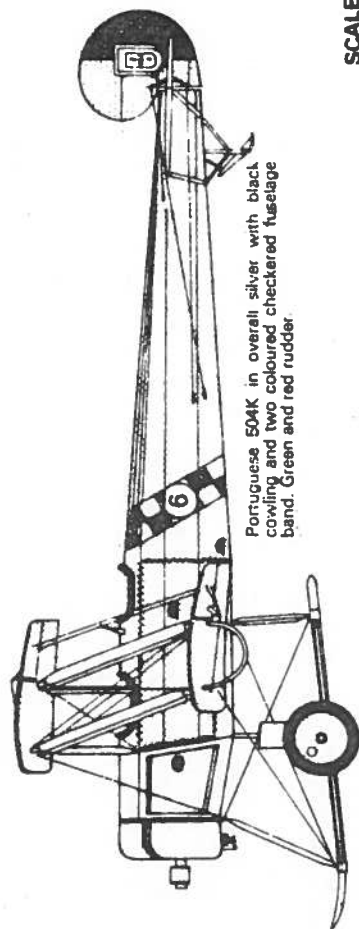
Compiled by Randy Schmid (SAFCH #76)



Drawings by Colin A. Owers

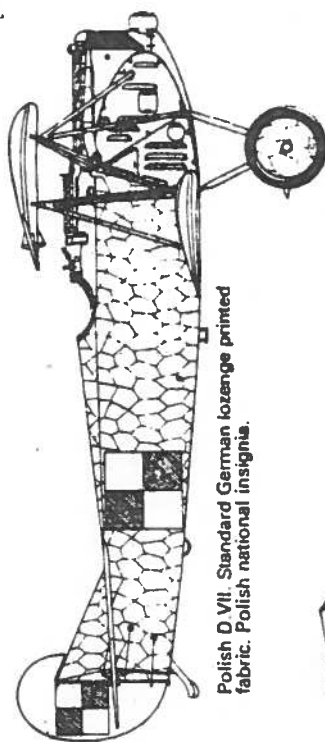
0 1 2 3 4 5 6 feet
1:72nd SCALE

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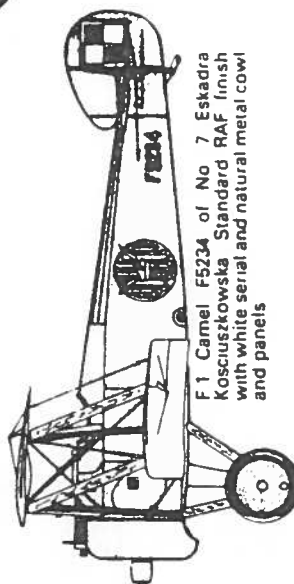


Portuguese 504K in overall silver with black cowling and two coloured checkered fuselage band. Green and red rudder

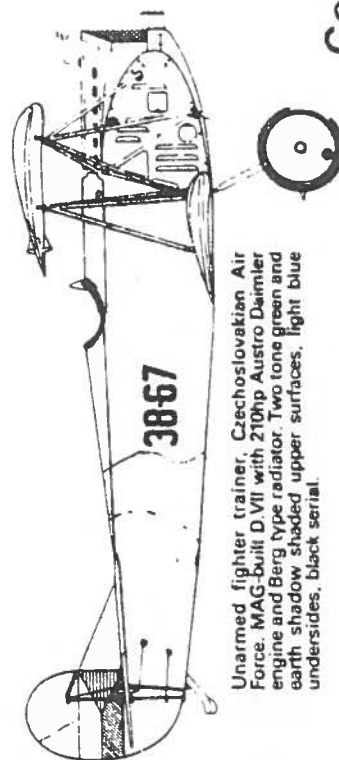
SCALE 1:72



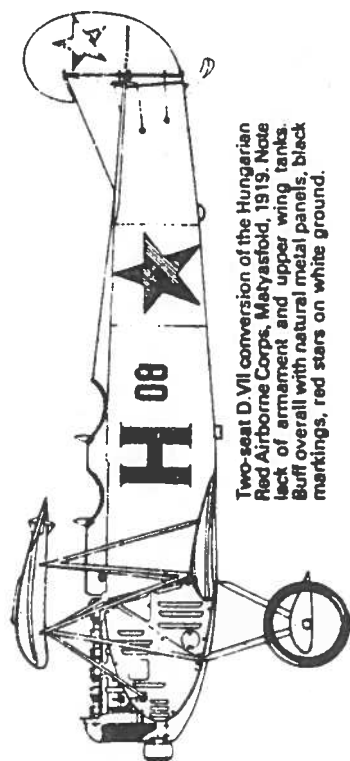
Polish D.VII. Standard German lozenge printed fabric. Polish national insignia.



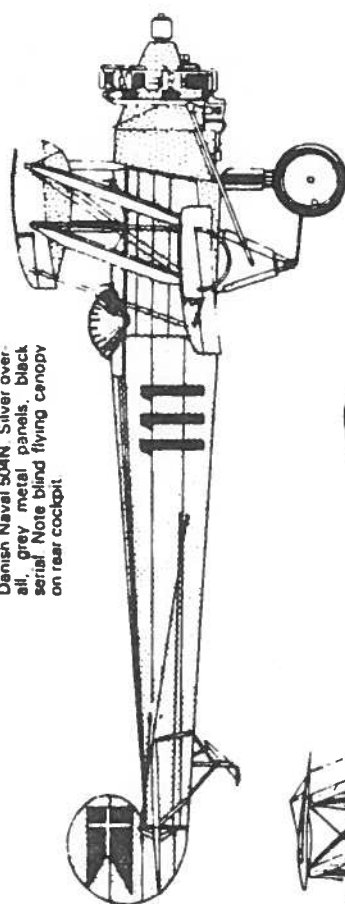
F1 Camel F5234 of No 7 Eskadra Kosciuszkowska Standard RAF finish with white serial and natural metal cowling and panels



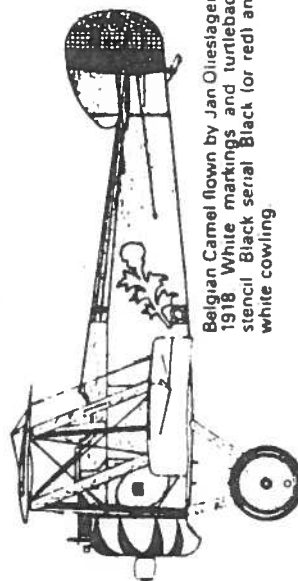
Unarmed fighter trainer, Czechoslovakian Air Force. MAG-built D.VII with 210hp Austro Daimler engine and Berg type radiator. Two tone green and earth shadow shaded upper surfaces, light blue undersides, black serial



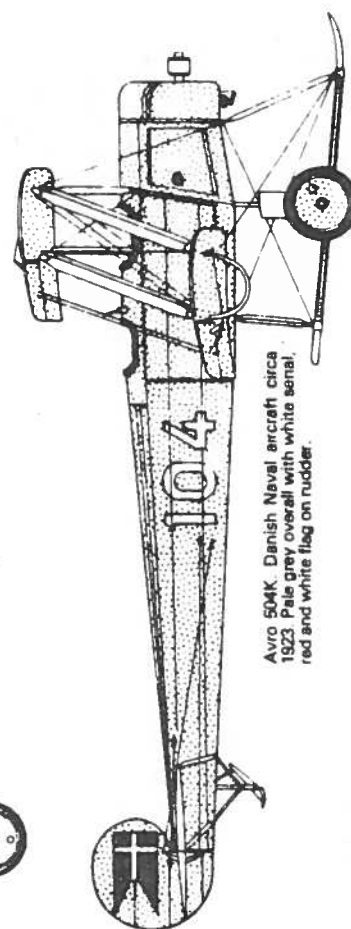
Two-seat D.VII conversion of the Hungarian Red Airborne Corps, Matyasfold, 1919. Note lack of armament and upper wing tanks. Buff overall with natural metal panels, black markings, red stars on white ground.



Danish Naval 504N. Silver overall, all grey metal panels, black serial. Note blind flying canopy on rear cockpit



Belgian Camel flown by Jan Olieslaegers 1918. White markings and turtleback stencil. Black serial Black (or red) and white cowling



Avro 504K. Danish Naval aircraft circa 1923. Pale grey overall with white serial, red and white flag on rudder.

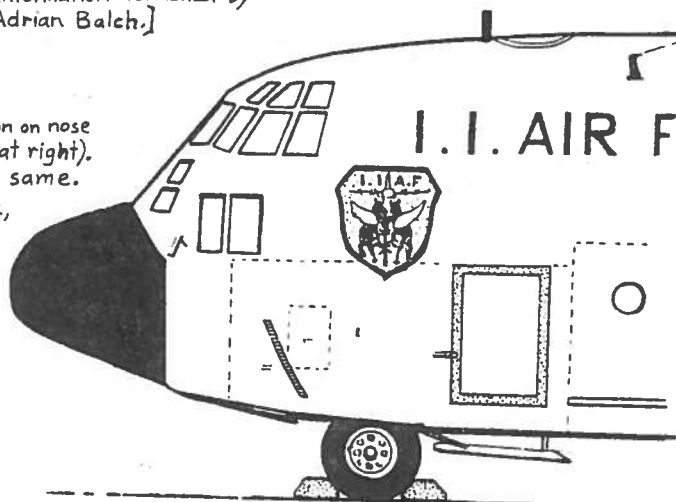
Colin Owers



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N

Position of large version on nose of C-130 number 5-112 (at right). Details not necessarily same. [Info. via Claudio Maranta, SAFCH #74.]

The cloth emblem (left), as worn on flight suits, consists of a light-blue silk shield with the following elements embroidered onto it: "I.I. A.F." in red, as is the Iranian vexilloid in the center (but with a few black details toward the bottom). Front view of C-130 is white with black outline & details. The winged bulls are brown with dark-brown shadow areas, black hooves & details (eyes black & white). The wings are pale-yellow, also with black details - with a black border to the entire shield. Except for the aircraft and some of the feathers, none of the elements are outlined. [Information furnished by Adrian Balch.]



OTHER MARKINGS ON THE UNCAMOUFLAGED C-130s CARRYING THIS SHIELD DIFFERED SLIGHTLY. FOR EXAMPLE:

5-105 - "I.I. AIR FORCE" more compact, with first "I" lining up with the right extremity of the shield. [Also via Claudio Maranta.]

5-110 - First "I" almost centered over shield. [Ref. "VANDID AERO-FILES" Photo No. 807.]

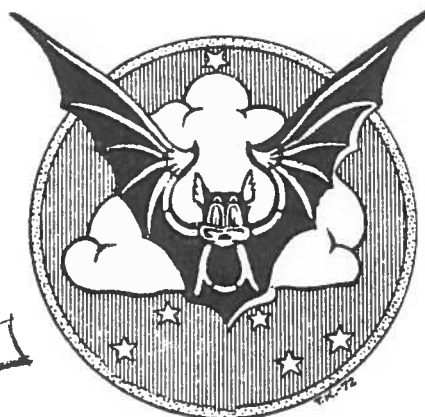
5-121 - Different style numbers on fin (& no Arabic numbers above large fin-flag. [Ref. AVIATION WEEK, 2 June 1975.]

THE CAMOUFLAGED C-130s, without emblem, have even greater variations.

The drawing of the Israeli emblem (right) was originally commissioned by Tom Young of MODEL-AIRE INTERNATIONAL in 1972. It was later scheduled to appear with his Mosquito article in IPMS/USA QUARTERLY Vol. 9, No. 2 (Summer, 1974) but was somehow lost. A Xerox copy has been located and retouched, so hopefully it will be clear enough for its publication debut.

TED KOPPEL/safo

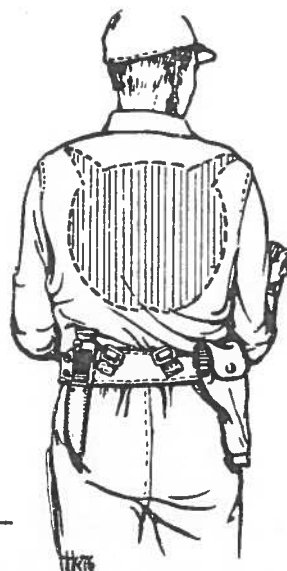
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Tom described it as a black bat with white details against white cloud - and yellow stars and surround on blue disc.

The most unusual application of unit emblem on flight clothing is this direct stencilling of the exact same design as on the aircraft. (It is somewhat reminiscent of painting of personal designs on the backs of USAAF leather flight jackets in W.W.II.)

Also ref. mid-1950s Mosquitos: THE ISRAELI AIR FORCE, Hader & Ofer (Ministry of Defense, Israel).



DECALS AND SCALE PLANS FROM SWEDEN

Ake Fredriksson of SPECIALTRYCK MODELLEKAL of Sweden has graciously offered to provide his decals and plans to the SAFCH at a 50% discount. These decals are of the highest quality, but their rather high retail price makes them attractive to only the most devoted modeler of Scandinavian a/c. This discount brings them well within a range that should encourage more modelers to add Swedish and Norwegian a/c to their collections. The drawings are by Bjorn Karlstrom and Tom Arheim, both draftsmen of international reputation.

There is, however, one problem: To take advantage of this offer, it is necessary that we order a minimum of 100 decals and no less than 5 of one kind. For the drawings, we must order at least 100 in any mix. Since it is financially impractical for the SAFCH to purchase a sufficient stock of decals or drawings to satisfy all possible orders, we must resort to a unconventional method of approach. Since the restrictions on ordering the plans are less than for ordering decals, I suggest that we start with the plans and if enough interest is shown, we can take on the decals later.

Enclosed is a list of plans available. Their retail price is 3.95 Swedish Crowns each (84¢ at the Oct. exchange rate) plus postage (US \$0.90 for 1-10 plans,

US \$1.50 for over 10 plans - both by sea mail from Sweden). Make a list of the plans you want, add up the total cost (at 42¢ per sheet), add enough to cover postage from the US, and send your order and money to the SAFCH. When enough orders are received to allow for the discount, I will send the order to Sweden. If after a sufficient period of time (say six months) it looks like we will not have sufficient orders to qualify for the discount, I will take the first half of your list and order them at the regular retail cost. (Any change in cost due to shifting exchange rates or postal-rate changes will be credited or debited to your SAFCH account.)

Of course, you can always order directly from Sweden (Ake Fredriksson, Specialtryck AB, PO Box 5223, S-402 24 Goteborg, Sweden), but if you order through the SAFCH you are trading a delay in delivery for a possible 50% discount.

Whether or not you order any plans, let me know if you would be interested in a similar arrangement for the decals. These decals range in retail price from \$1.68 to \$3.33, rather dear but very reasonable when the 50% SAFCH discount is applied. Use the back of your renewal notice to comment.

BJORN KARLSTROM DRAWINGS

301	Bucker Jungmann, civilian markings	336	MFI 9 B Bifra Baby	372	Hawker Fury II
302	Friederichshafen F-33	337	SAAB J 29 F Tunnan sheet 1	373	CCF Norseman (Tp 78)
303	DH 60T Gipsy Moth (SK 9)	338	" sheet 2	374	Breguet 14T-bis Ambulance sheet 1
304	Jaktfalken (J 5)	339	Seversky/Republic Ep-106 (J 9)	375	" sheet 2
305	Reggiane Re2000 (J 20)	340	Nieuport 29 C-1 (J 2)	376	Thulin N
306	Nieuport IV G	341	SAAB AJ 37 Viggen sheet 1	378	Thulin LA
307	Northrop 8 A-1 (B 5) sheet 1	342	" sheet 2	379	Savoia S-13 - SIAI Marchetti
308	" sheet 2	343	Spitfire Mk PR IXI (S 31)	379	Svenska Aero AB Jaktfalken (J 6)
309	Thulin D	344	Sepecat Jaguar Mk 1 sheet 1	380	Sv Aero AB Jaktfalk I (J 6 A)
310	Thulin FA	345	" sheet 2	381	Sv Aero AB Jaktfalk II (J 6 B)
311	Tummeliten (O 1)	346	NA P-51D Mustang (J 26) sheet 1	382	ASJA Raab-Katzenstein RK-26 (SK 10)
312	Bristol Bulldog (J 7)	347	" sheet 2	383	Caproni Ca.313 (B 16, S 16) sheet 1
313	Fokker CV E (S 6) sheet 1	348	Scottish Aviation Bulldog (SK 61)	384	" sheet 2
314	" sheet 2	349	DH 98 Mosquito Mk XIX (J 30) sheet 1	385	CASSUTT III M RACER
315	Avro 504 K (SK 3)	350	" sheet 2	386	North American NA-66 (SK 16 A)
316	Hawker Osprey (S 9)	351	Bell Jetranger (police markings)	387	Thulin E
317	SAAB 105 (SK 60)	352	Focke Wulf FW 44J Stieglitz (SK 12)	388	DH 90 Dragonfly (Tp 3)
318	Phoenix D-III (J 1)	353	SAAB J 21 R	389	Bucker Bu 181 Bestmann (SK 25)
319	Sparmann S 1-A (P 1)	354	Heinkel HD 19 (J 4)	390	Miles Falcon (Tp 7)
320	FFVS (J 22)	355	Heinkel He 115 A-2 (T 2) sheet 1	391	DH 100 Vampire Mk 1 (J 28 A)
321	Fieseler Storch (S 14)	356	" sheet 2	392	DH 100 Vampire Mk 50 (J 28 B)
322	Bristol (Jupiter) Fighter	357	" sheet 3	393	Armstrong Whitworth Siskin Mk II A
323	SAAB J 35 F Draken sheet 1	358	Junkers Ju-86 (B 3) sheet 1		
324	" sheet 2	359	" sheet 2		
325	Heinkel He 5T (S 5) sheet 1	360	" sheet 3		
326	" sheet 2	361	SAAB S17Sb (S 17) sheet 1		
327	Fiat CR 42 (J 11)	362	SAAB " sheet 2		
328	Gloster Gladiator (J 8)	363	Republic Gardsman (B 6)		
329	Hawker Hart (B 4)	364	Hispano-Nrout (A 1)		
330	Donnet Leveque (L III)	365	Breguet U 1 (B 1)		
331	Farman HF 23, SW-11, F2-F9 sheet 1	366	Heinkel HD 16 (T 1) sheet 1		
332	" sheet 2	367	" sheet 2		
333	Klemm K1 35 (SK 15)	368	Sodertelge Werkstader SW 15		
334	SAAB B 17 A & C (B 17) sheet 1	369	DH 82 Tiger Moth (SK 11)		
335	" sheet 2	370	ASJA type 2 (O 9)		
		371	Thulin A		

NORWEGIAN DRAWINGS by TOM ARHEIM

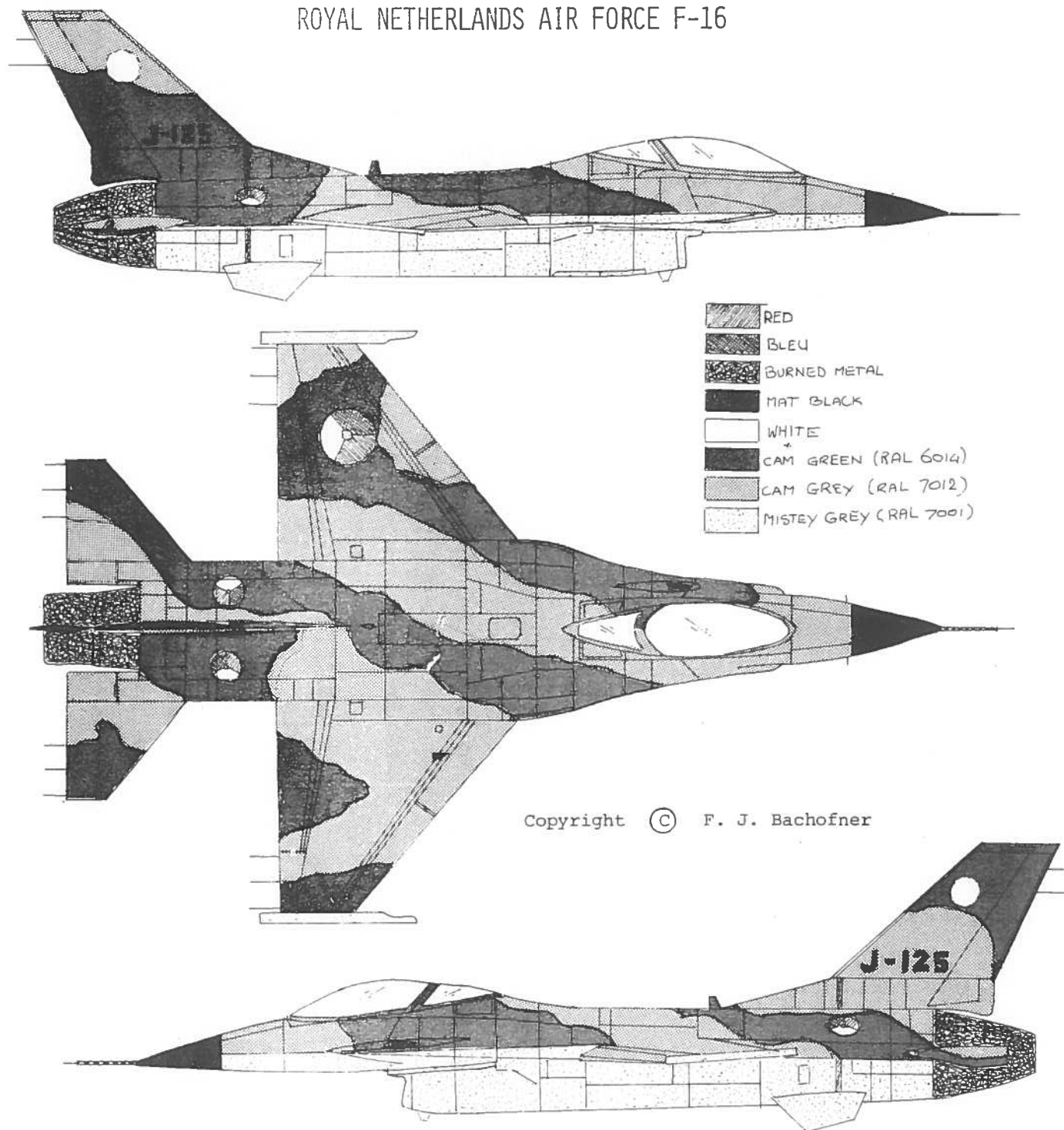
501	Fairchild Cornell
502	Gloster Gladiator
503	DHC-3 Otter
504	Sikorsky H-19D-4
505	NA F-86F Sabre 1 sheet 1
506	" sheet 2
507	" sheet 3
508	" sheet 4
509	" sheet 5
510	" sheet 6
511	North American Harvard

PLANS FROM POLAND

PLANY MODELARSKIE: While on the topic of items indispensable to the small air force enthusiast interested in Eastern Europe, let's fly over the High Taras to Poland and look at what has to be the most impressive series of scale plans on all modeling subjects. Aviation items have included the Yak-9P, RWD-6, RWD-8, An-2, Li-2, Tu-2 TS-8 Bies, P-51D, and PZL-102 among others. Let me describe the Po-2 set in detail: Two pages of text, 5 close-up photos for the modeler (some sets have many more photos), 2 giant pages (23 by 32 inches) of plans in 1/25

scale for both the Po-2 and the Polish-built ambulance version (S-13 and including cross sections and construction details. Cockpit and interior details are shown in 1/10 scale. Finally, there is a large page of color profiles (and upper surfaces of the wings) showing a Po-2 and a S-13 in Polish military markings, 3 civil Po-2's (SP-AAS, SP-AEC, and SP-BKI), and a civil S-13 (SP-AXM). Now you ask, how do you obtain these excellent plans? You guessed it, SAFCH it.

ROYAL NETHERLANDS AIR FORCE F-16



Copyright © F. J. Bachofner

Recently the Royal Netherlands Air Force published the official colour scheme of their future General Dynamics F-16 fighter. The example shown here is a basic scheme with all rescue triangles, instructional panels, etc. left out. When more definitive information becomes available, we shall publish updated drawings.

The Royal Netherlands Air Force has ordered 84 F-16 on 23 May 1975, with an option on 12 additional aircraft which must be exercised by 31 May 1978. Deliveries should start in 1979 with aircraft licence-built by Fokker-VFW. At the end of 1980, the first Air Force squadron should be completely operational at Leeuwarden Air Force Base. The last squadron is scheduled to receive their F-16s four years later. The principle task of the F-16 in RNethAF service will be ground attack with conventional weapons.